

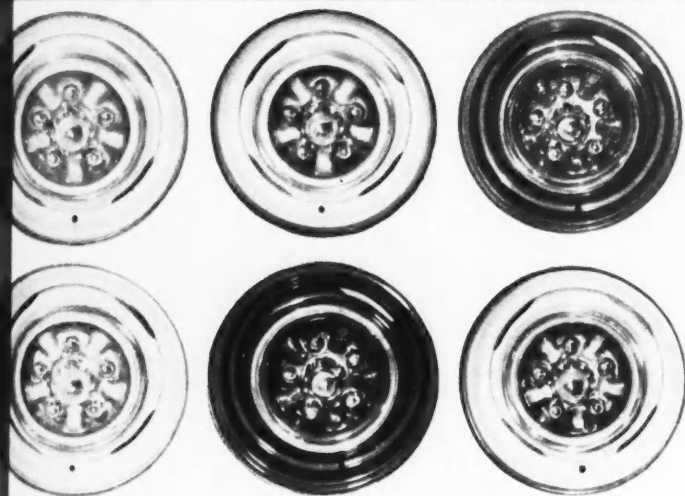
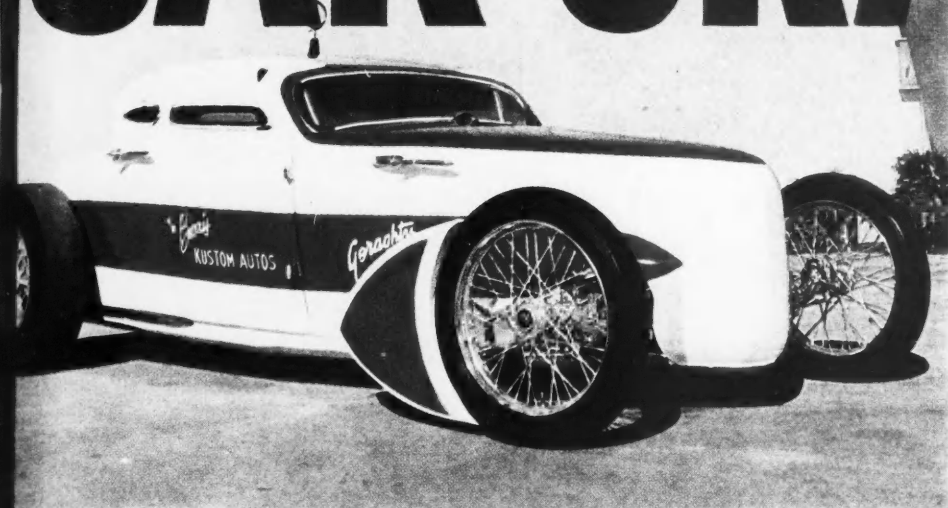
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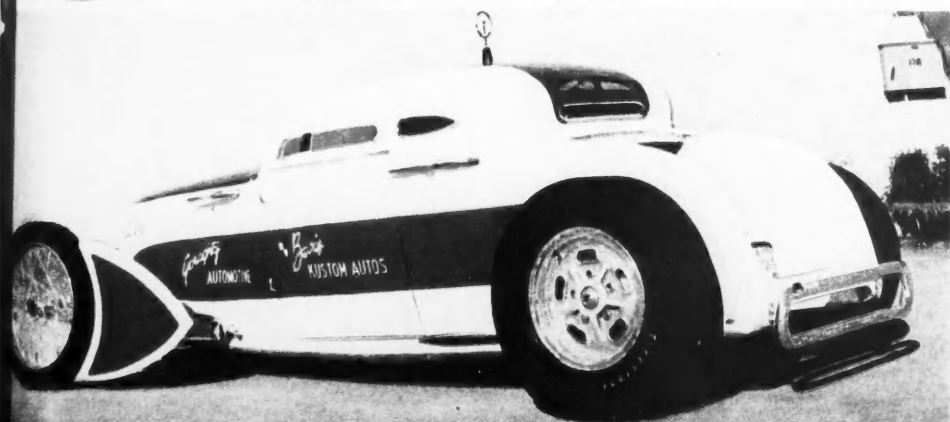
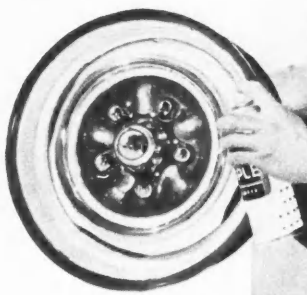
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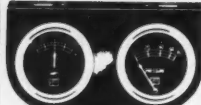
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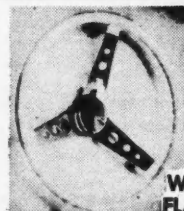


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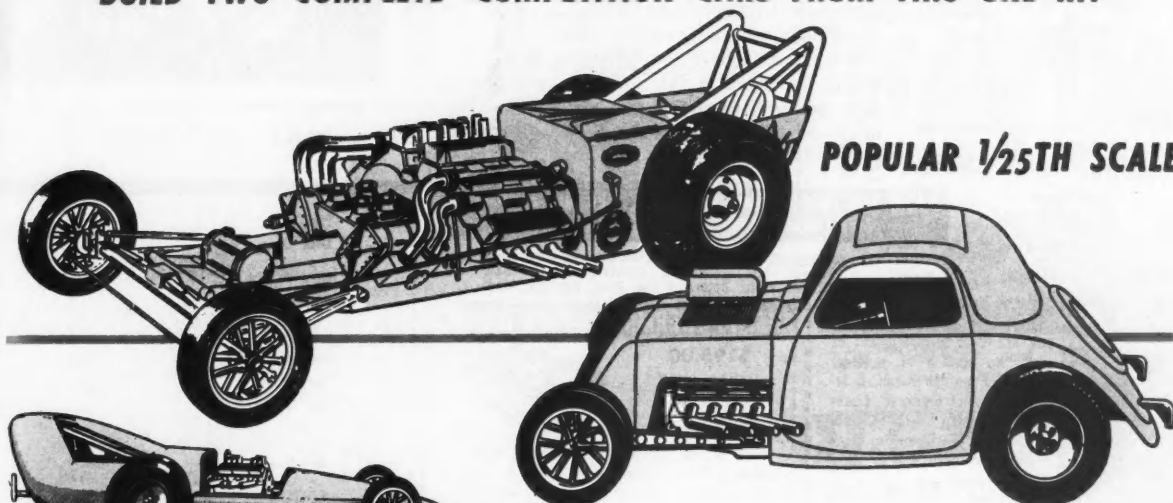
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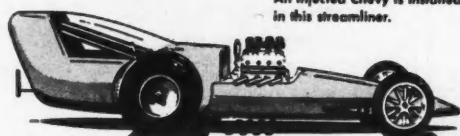
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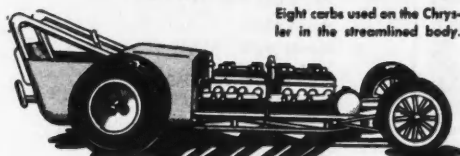
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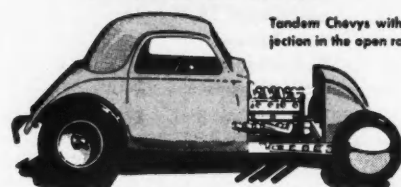
An injected Chevy is installed in this streamliner.



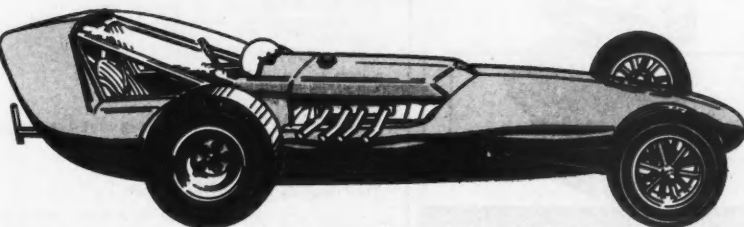
Eight carbs used on the Chrysler in the streamlined body.



Tandem Chevys with fuel injection in the open rail.



A Chrysler with ram-tubes and fuel injection in the Fiat coupe.



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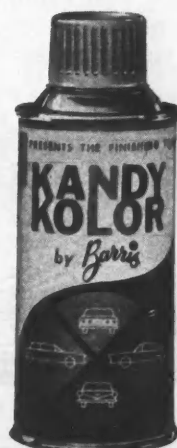
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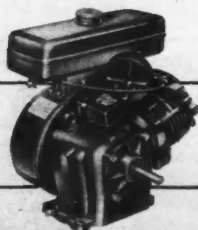
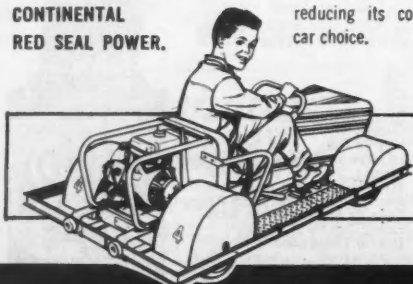
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Published Monthly
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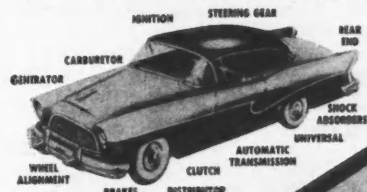
COVER

Experimental speed coupe built for show and go by George Barris and John Geraghty. — Latest wheel customizing from Calif. Custom Accessories.
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SPEAKING



of

the editor

THE SEEMINGLY HAPPY, but grubby character peering from under all the racing garb is yours truly. A little mixture of two-cycle fuel and a heck of a lot of Mexican real estate explains the unusual disguise in make-up. The action took place just south of the border in Tecate, Mexico, site of the toughest kart race in the world. Actually, the candid expression is indicative of the joys we shared after scoring class victories along with other companion staff members in a two hour and forty minute grind better known as the 100 mile - Internacional Grand Prix de Tecate. Every phase of racing, whether it be cars, boats, motorcycles or what have you, has one particular annual event that avid enthusiasts consider and type as the most rugged and unique in the test of competition. Karting found its one-of-a-kind early last year when an enterprising promoter by the name of Jerry Bielke convinced the city officials and the Turismo department of Baja California that what the bordertown of Tecate, Mexico, needed foremost was an international kart race. The proposed race course was mocked up in true sporty car style, a road course utilizing a combination of streets connected by alternating alleyways totaling a little over a mile in distance. The real clincher came in the length of the race itself... 100 miles!

One glance of the one mile course which combined macadam with irregular asphalt patch work, extremely bumpy, hard pack adobe alleys, sand, dust and other such incongruous surfaces had many of the charter racers agreeing that this was anything but a race course for karts... not to mention

the drivers of these miniature missiles. Karters though, are a brazen lot, glibble is probably a better description, and they took to the grueling course even though it appeared to be quite a foreign departure from normal weekend kart racing. Twenty-six of the original starters made the finish line one hundred miles later, the rest of their compadres had literally strewn the sidelines of the course with broken or twisted frames, split fuel tanks, parted drive chains, air cleaners and numerous other paraphernalia that will fatigue or vibrate loose on a non-suspended vehicle.

As mentioned before, the karters are a bold group and except for nursing a few blisters, bruised *derriers* and quite a few well spent racing karts - all agreed to having the time of their lives and expressed their desires for making Tecate an annual event labeled with the unequalled trademark as *Karting's Toughest Race!* Many of the combined staff of CAR CRAFT and our companion publication KART were on the starting grid last year so it was only natural that the same crew and a couple of our new members hit the adobe trail once again eagerly anticipating the excitement of the 2nd Annual Internacional Grand Prix de Tecate. I'm sure you will find the pictorial and race report of this year's event, by Bill Neumann, on page 63 a fair share of action and reading. Bill, by the way, came on like gangbusters himself sweeping the A *Standard* class on a screaming single engine machine for his first Tecate challenge. Like I said... *zany guys these karters!*

— Dick Day

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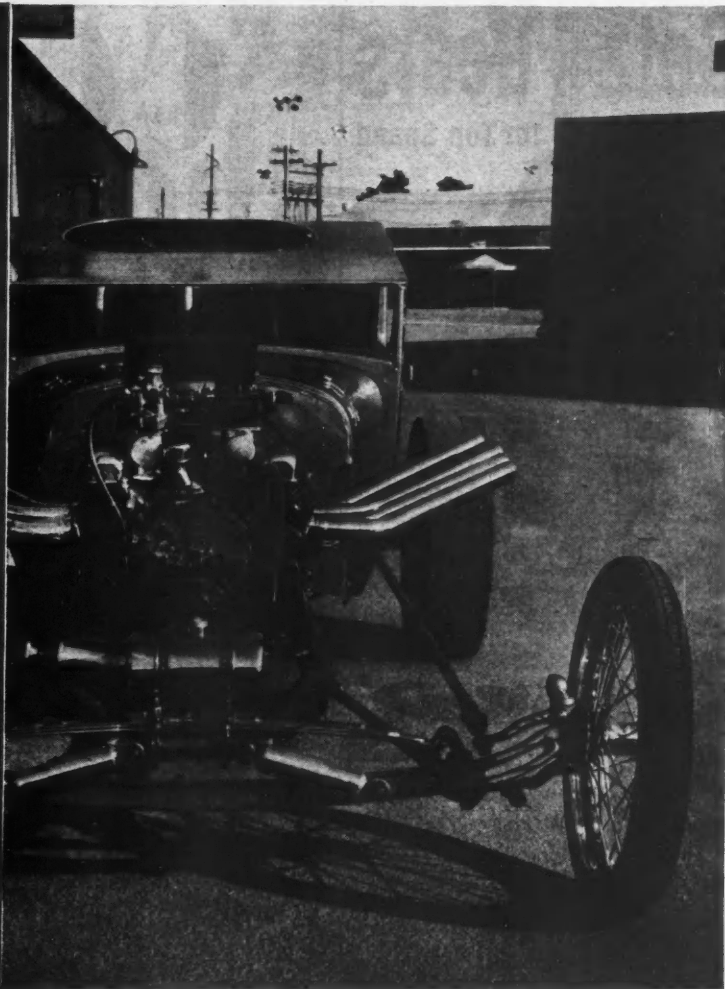
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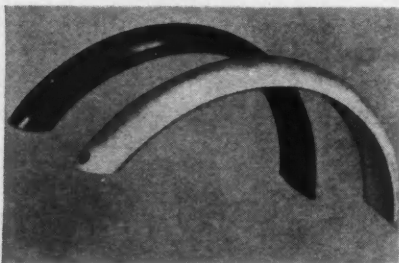
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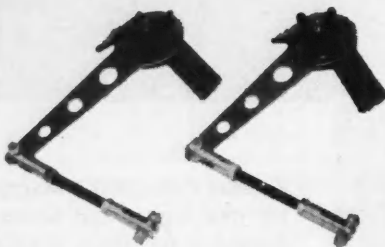
CYCLE FENDERS

Steel and aluminum cycle fenders are manufactured in front and rear types to fit all makes and models of machines. Steel fenders, made in 4, 5, and 6 inch sizes. Aluminum come in 4 and 5 inch sizes. For catalog write: Hap Jones Distributing Co., Dept. CC, 2 Clinton Park, San Francisco, Calif.



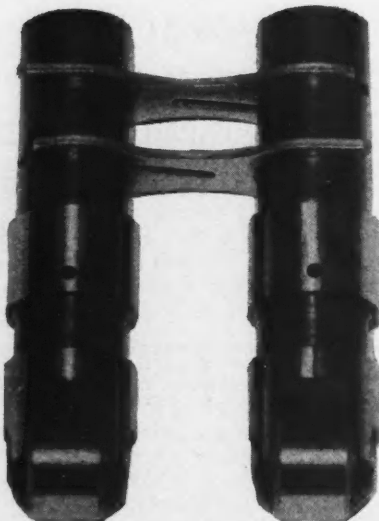
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Ideal for any type of custom-built car, sports car, track car, or dragster. Designed for easy adjustment, you can change tension simply by moving one adjusting screw. Made of special steel and comes complete with linkage. Set of two sells for \$31.50 from Ansen Automotive, 6317 South Normandie Ave., Dept. CC, Los Angeles 44, Cal.

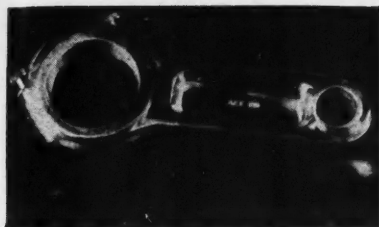


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Good news for Chevy V8 owners is this Wide Track roller which uses stock pushrods, and has stock oil metering to the rockers. Rollers drop right in, and have spring-steel lock blades. They also fit anyone's roller cam, and list for \$99.50 for a set of 16. Write to Crower-Schneider Racing Cams, Dept. CC, 3669 California Street, San Diego 1, Calif.

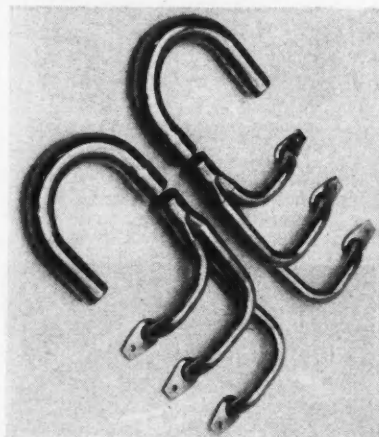


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PHOTO TIPS

Argus Cameras Inc. offers several phototip booklets on special uses of your 35mm camera. The list includes, "Use of Close-Up Lenses," "Photography Through Binoculars and Telescopes," "Photographing Your Pet," and "Children's Pictures." Booklets are free, write Argus Cameras, Dept. CC, 3337 Book Bldg., Detroit, Michigan.

AUGUST, 1961

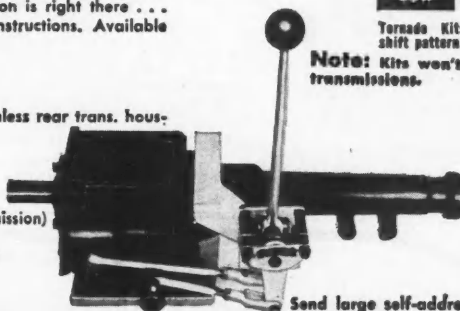
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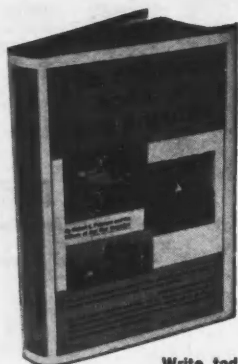
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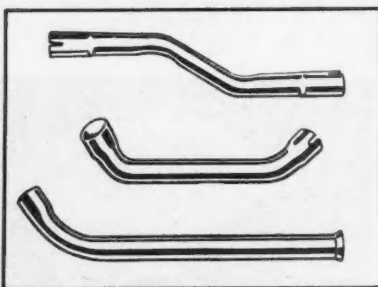
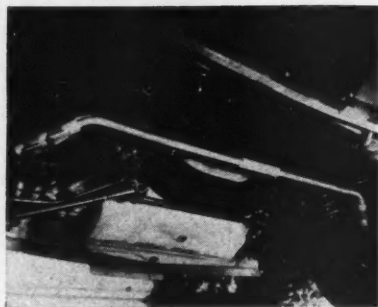
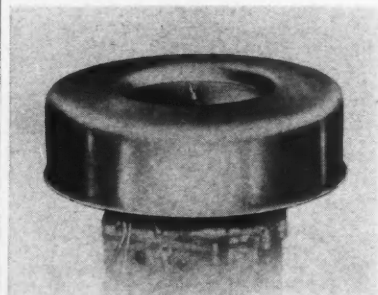
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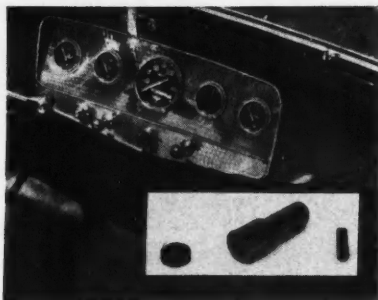
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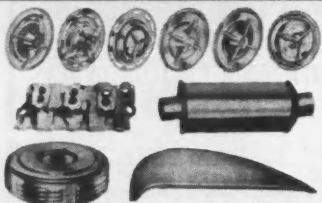
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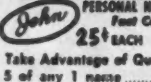
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CORRESPONDENCE

"BLACK WIDOW"

Dear Sir:

I read your magazine every month
and wish to congratulate you on a
very fine publication. Enclosed you
will find a few snapshots of my '57
Chevrolet ragtop which I call the
Black Widow. I sure hope it rates a
small spot somewhere between the
pages of your great magazine. The
car is black lacquer in color and is
lowered all the way around 5" rear
and 4" front. Long lakespipes also
add to the low looking appearance.
The trunk is decked and is electri-
cally operated from the dash. The
stock taillights have been removed
and '55 Chrysler taillight lenses
housed in the rear fenders. The side-
trim is stock except for the top
chrome strip and aluminum sheet
which has been removed. The door
handles have been shaved off and
micro switches mounted behind the



door panels have taken their place,
just a touch of the knee opens the
door. The chrome hood ornaments
have been removed and the twin
raised peaks extended out 2 1/2" and
scoops added. The fenders over the
headlights have been extended out
2 1/2" and drop to a slight point. The
grille is from a '54 Chev., with stock
parking lights. The engine is strictly
stock but later on I plan to soup it
up. I would also like to ask you a
question. Is there any way a guy
can find out ahead of time, where,
what time, when, and all the other
necessary information on auto shows,
so as to get his car ready in time?
Thank you very much, keep up the
great work.

— Robert Case
Port Jervis, N.Y.

Check our Coming Events column in the back
of the book. These listings are free to anyone
sending in the necessary information, which
should reach us at least three months prior
to show date. — Ed.

DUE CREDIT

Dear Sir:

I received my May issue of your
fine magazine, and started looking
through it. I've been waiting for it
all month because I'm a model car
fan as well as for the real ones. I am
in the middle of duplicating Roth's
Beatnik Bandit in miniature. When
I got to Model Craft I noticed two
of my models in the lower right hand
corner, Shorty and Richie Feliz'
Mark Mist I. You mentioned Steve
Kline's name all through the article
but not once did I see mine. I under-
stand it might not be your fault, as
George Barris took the photos at the
San Jose Auto Show and could have
lost my name. He also took photos
of five more and I have a total of 22
cars. Keep up the good work and let's
have more models. How about a
magazine devoted to models alone?

— Tom Bush

Cupertino, Calif.

I don't know where the slip up occurred, but
we give credit where it is due. Tom Bush is the
builder of Shorty and Mark Mist I, two really
fine models. Hope you like our larger model
craft section, maybe some day we will have a
model mag. — Ed.

NIFTY FIFTY

Dear Sir:

Enclosed are some pictures of my
'50 Ford coupe which I have just
completed. I built this custom in my
spare time. The trunk lid has re-
ceived the usual dechroming. The
hood corners have been rounded and
it contains 102 louvers. Taillights are
made from '57 Chevy hood orna-
ments. Parking lights are '55 Buick.
Headlights have been frenched. A
grille fills the molded grille shell. A
Merc grille fills the molded grille
shell. A rear roof scoop has been



molded into the roof. Gold side trim
is also original. It is painted metallic
blue. Upholstery is rolled and pleated
in black and white with gold trim.
For a power plant I chose a '56
Thunderbird engine. It has three
carbs and much chrome. I also have
a floor shift transmission. I hope you
will feature my custom in your maga-

CAR CRAFT

zine. I have put a great deal of time and planning in this car.

— Jack Avent
Louisburg, N.C.

BIG CHIEF

Dear Sir:

Enclosed is a snapshot of my '52 Pontiac. I have only seen a few Big Chief's in your magazine and maybe mine is good enough to get a spot in your magazine. The car is a '52 Pontiac tudor sedan and what has been done to it were my own ideas and at a low cost. To start off with, it has been lowered 2" in the rear and only has a few body changes.



The rear trunk chrome was removed and the license plate was put down on the bumper. The front and rear bumper guards were removed. The trunk now operates by an electric button installed under the dash. The taillights were removed and by drilling a couple of small holes, '55 Pontiac taillight lenses were placed on the outside of the rear fenders. Dual exhaust was installed by cutting the manifold and welding a flange into it, and was brought out to the rear of the car. The front grille of the car is a '54 Pontiac complete, and to install it all that was done were a few holes drilled and a few filled in. The hubcaps are '55 Olds on the front and Moon discs on the rear. The interior was done in white and blue leather and the dash is gray with red pin stripes. Along the side chrome there is a small red line to touch it off a little bit. The paint on the top is Colonial White which is a Ford color and the bottom is Burgundy which is a Plymouth color. The engine is a stock straight 8 with some chrome work and there is a stock Hydra-Matic in it. Well I guess that is it. Keep up your fine magazine as I buy every issue. I am now in the Army and I am stationed overseas and have to keep up on what is going on back in the States. My home is in Flemington, N.J.

— PFC Allen Cottrell
East Africa



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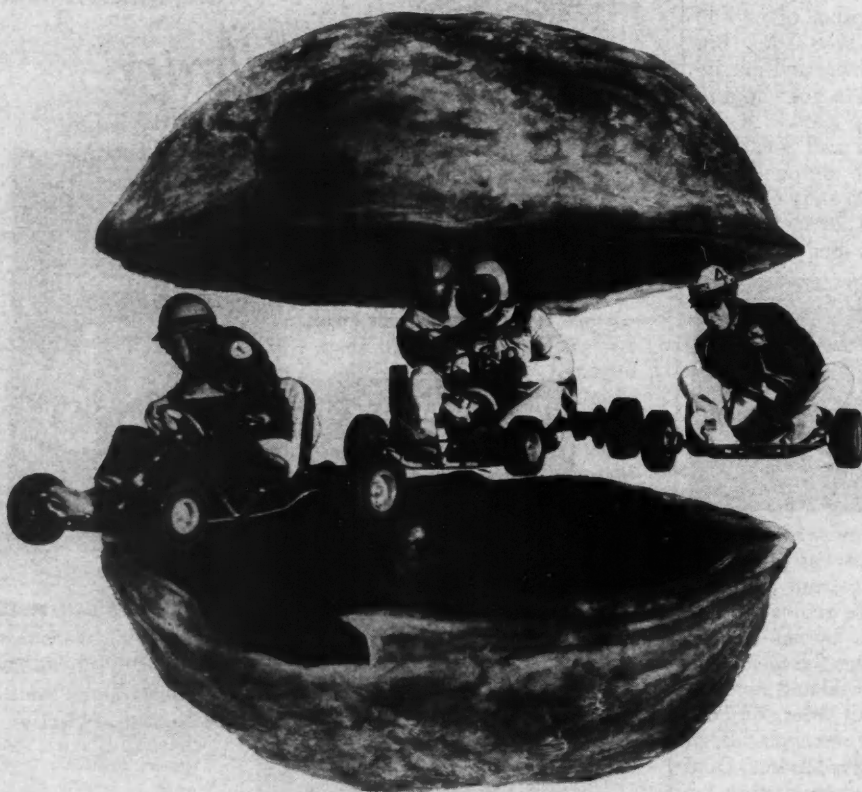


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SHOWTIME



USA

Cars were well displayed at the new, and well-lighted, Memorial Coliseum. Responsible for five successful shows A. Beachell, D. Martin, B. Peterson.

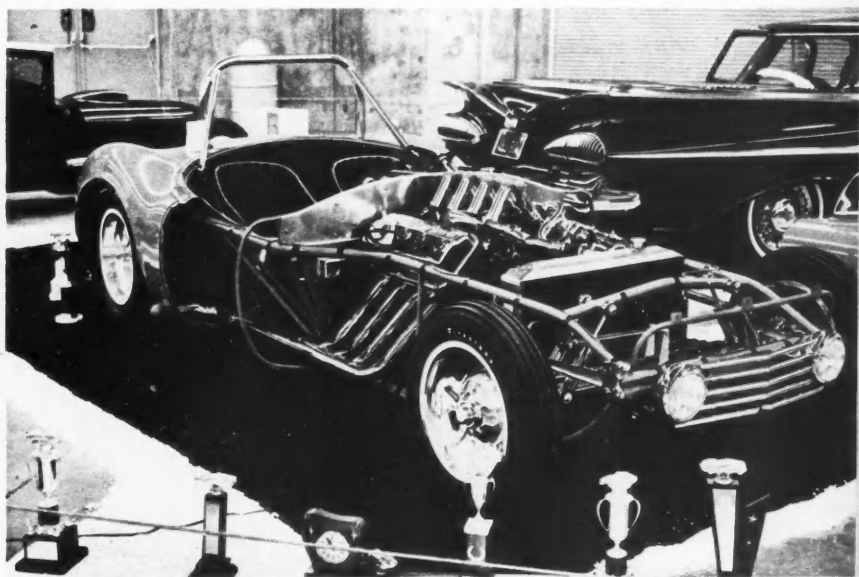


FOR THE FIFTH year on March 10, 11, 12, 1961, the Multnomah Hot Rod Council of Portland, Oregon has produced the Portland Roadster Show. Entered were 96 of the Northwest's finest roadsters, customs, dragsters, and sports cars in the new Memorial Coliseum. The show was attended by over 20,000 Portlanders who also proved a point. That good shows, year after year, build up a loyal group of fans that will go to a deal of trouble to make the show.

To the south, in Los Angeles, California, the Tridents Car Club held their International Autorama and Boat Show, on April 18-23, 1961, at the big Memorial Sports Arena. Nice-weather prevailed throughout the show, which was seen by some 50,000 auto enthusiast's. On display were over 100 top cars and boats, including demonstrations by Ron Aquirre's Ex-Sonic, electronic controlled Corvette, and George Barris's XPAK-400 Air Car. Show was a great success, and was run very well, but lacked proper judging. Shown are just a few of the many fine cars on display at both shows. We only wish we could feature them all.

AUGUST, 1961

20,000 Auto Enthusiasts viewed 5th Annual Portland Roadster Show



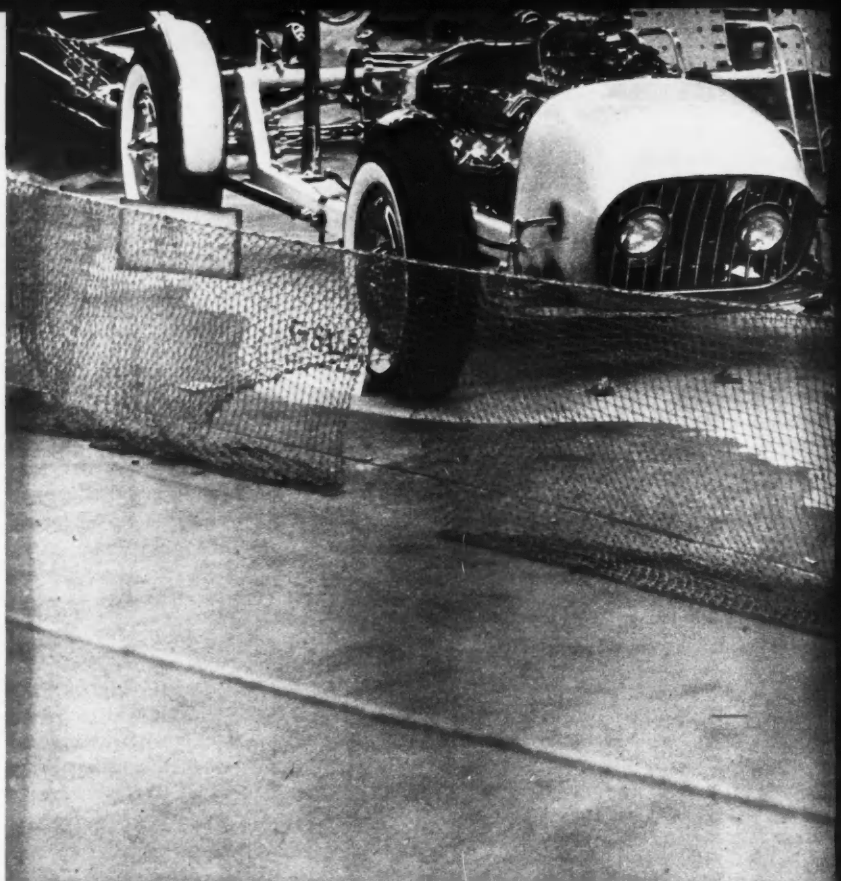
Star of the show was hand built sports car built for Bud Kennedy of Portland by Don Collins of Indy fame. Car features full Chrysler mill, tube chassis, Torsion bar suspension, and much more. Bud won first place sports car, and best engineering.

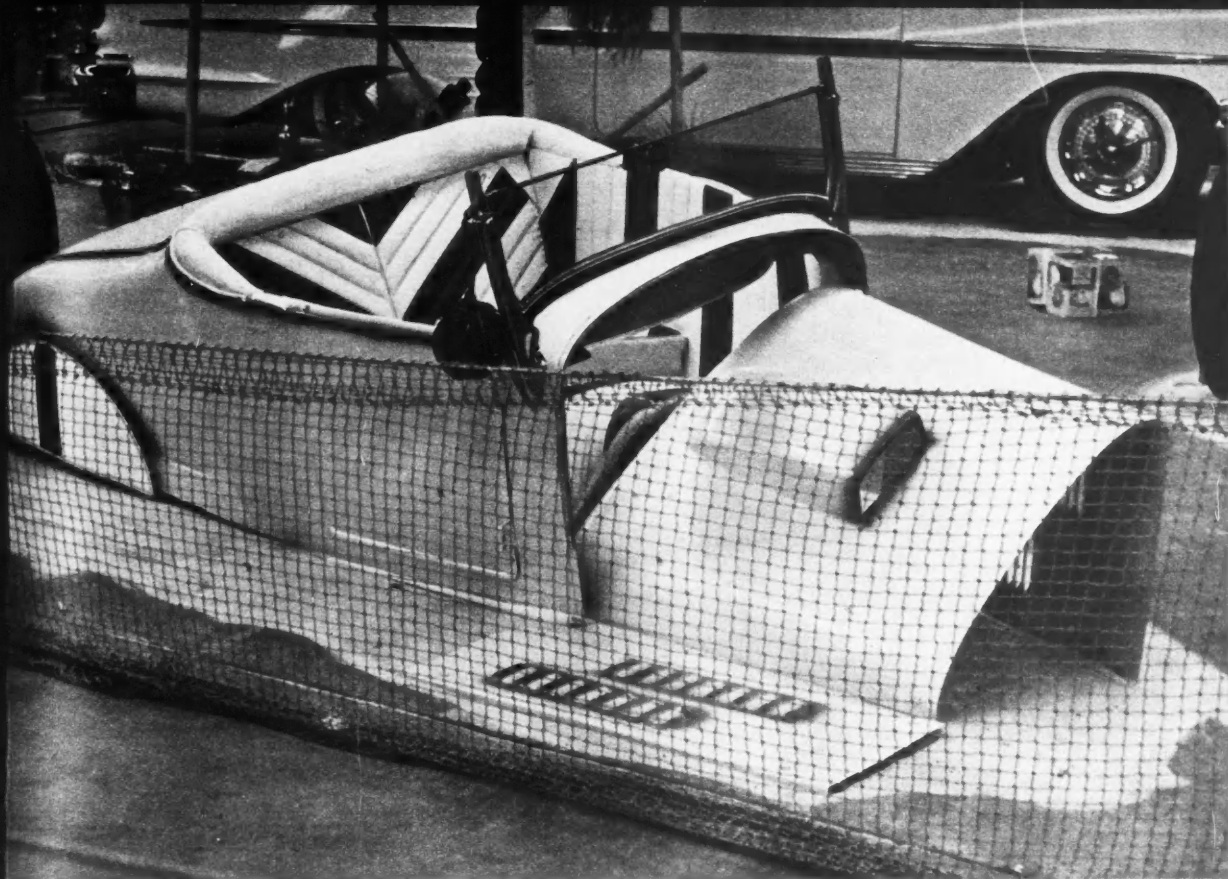
CONTINUED

SHOW TIME USA

Right. First place street roadster went to Jerry Dindia for his beautiful '27 Ford T. Car is powered by an Olds mill which has much chrome. Paint is pearl white with blue fogging trim. Removable body shows fine detail of workmanship.

Below. Tim and Frank Wusz of Portland took first place in Competition roadster with their fabulous '23 Dodge bucket, which is often mistaken for a T Ford. Full race mill is a '56 DeSoto with Isky 5 cycle cam and six carbs.





Photos by Pete Sukalac

John Buchan, Seattle, Wash., just finished rebuilding his '56 Chev, car was wrecked day before Oakland show. Car is completely restyled, won for John first place full custom. Top is chopped 3 in. with scoops front and rear, air suspension chassis, and full house 364 in. Chrysler.



All the way from Spokane came Dave Johnson with '53 Chev custom. Dave won best custom award due to fine workmanship and styling. The body sectioned 3", top is chopped 3 1/2", channeled 10". Grille is '56 Chrysler with canted lights, interior is gold with TV and bar fitted into the rear seats. Real nice.

CONTINUED



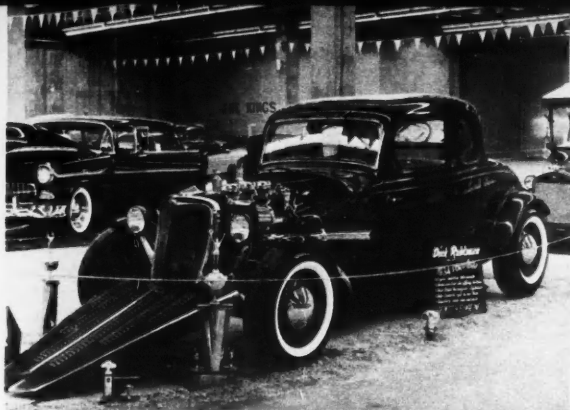


First place in competition roadster went to Dick Kalivoda of Seattle, Wash., for his immaculate '25 Ford T roadster. Last year Dick set the world record in B modified roadster with an ET of 11:41 in Oregon, lost it at the Nationals in Detroit then regained it later. T is cranked by a much modified DeSoto mill with Hilborn injectors. Special tube frame is run.

SHOWTIME USA



Grand sweepstakes winner was Fred Welsh's '40 Ford "Treasure" from Vancouver, B.C. Car features '59 Lincoln quad headlights, '59 Cadillac taillights, and Chevy engine which is all chrome plated, as is running gear, frame. A beautiful car, Fred built up an impressive record of sweepstakes wins in every show entered. Fred also won best upholstery award.

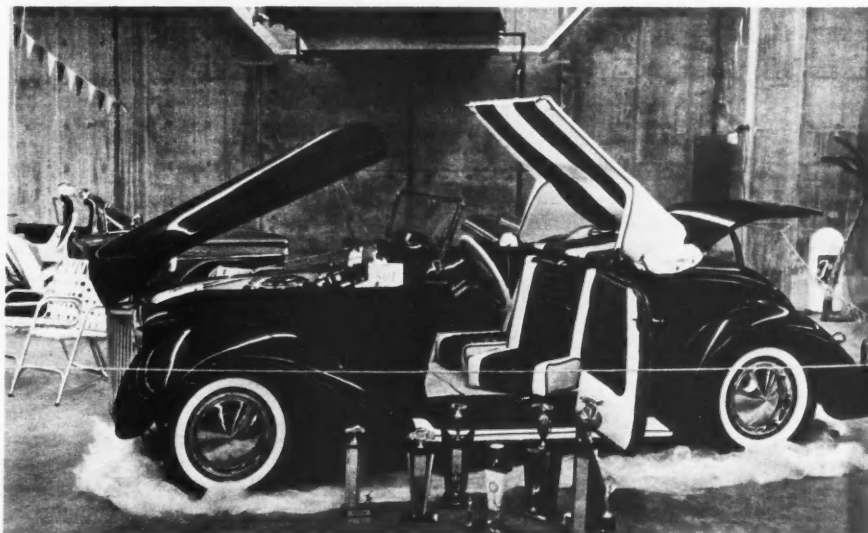


Dick Ruhlman from Eugene, Ore. took his car out of storage for show, and went home with first place street rod coupe and sedan. Dick's '34 Ford is powered by '56 Chevy mill.

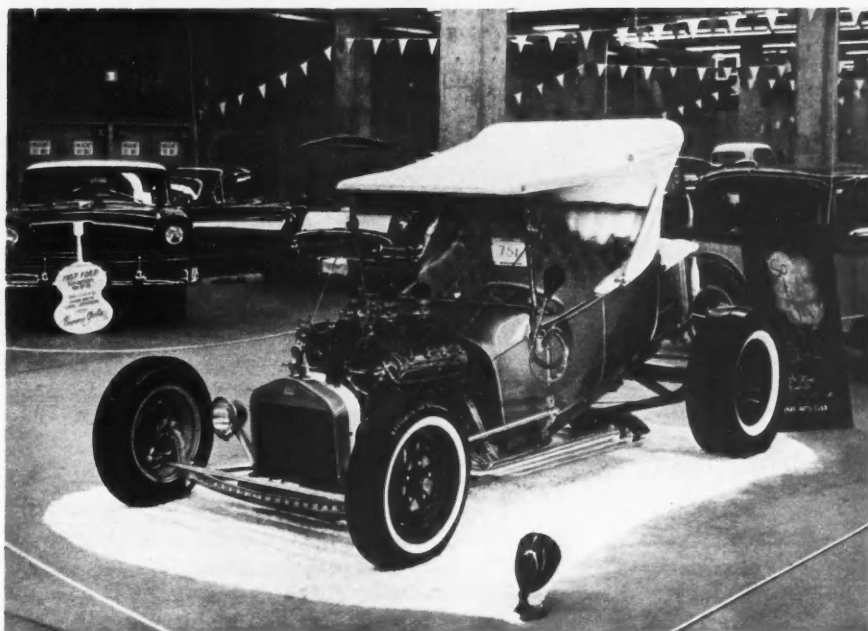


Mike Robertson also from Eugene entered '23 Ford pickup called "Tinker Toy", earned first place in class. Neat little truck is powered by Old's mill with many chrome goodies.

Hardly recognizable due to the many modifications is Jim Weston's '34 Ford roadster from Seattle. Car is painted a deep purple, and had new pleated, rolled purple and white Naugahyde interior, swivel seats. Car featured solid hood panels, '36 fenders, grille with rear opening '40 hood. Won third place.



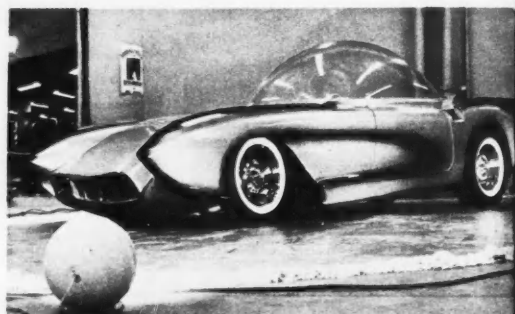
Wild rake on Don Audels '15 T made hit with show patrons won People Choice Trophy, second place in street roadster pickup. Paint is Orchid Pearl. Shortened pickup box carries an authentic kerosene taillight. Upholstery is 3 inch deep double diamond tuft. T powered by 251 cu. in. Stude engine with four carb log manifold. Note crazy horn.





Sharp '59 Chevy El Camino was entered by Rupert Belli of Long Beach, Calif. Features molded hood, frenched head-lights, Merc grille. Beautiful interior and bed cover, was upholstered in gold and white Naugahyde. Paint is tutone gold.

Wild Corvette is Ron Aquirre's "Ex-Sonic" which is electronically controlled. With push of a button the doors open, front end raises and lowers, steers from left to right, and engine starts. Ron demonstrated amazing car at show.



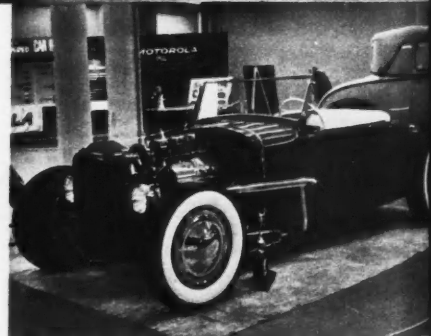
SHOW TIME USA

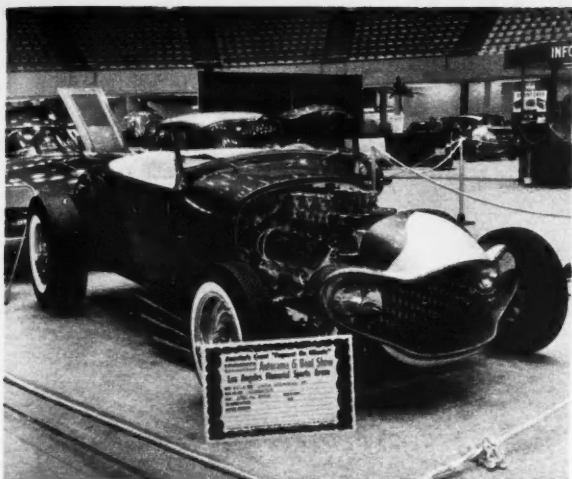
Los Angeles Sports Arena is scene of Tridents International Autorama

Photos by Bill Neumann & Bud Lang

First West Coast showing of Bill Neumann's beautiful '31 Ford roadster. Bill recently moved to Calif. from New York. Rod features '59 Chev mill, molded firewall, channeled body, sectioned grille.

Sensational is the word for the engine in Marion Lichok's '49 Harley. Bike's workmanship immaculate throughout.





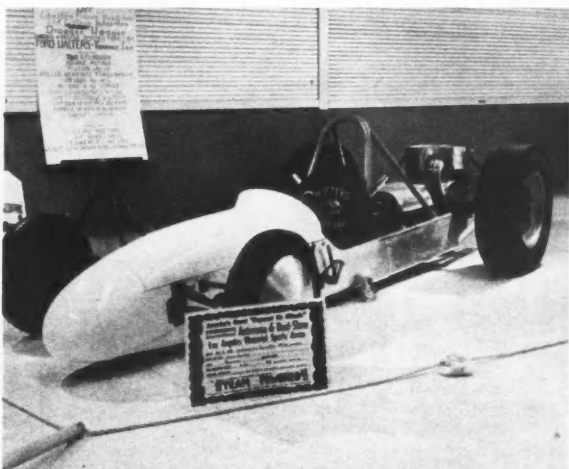
Roadster sweepstakes winner, Chuck Kirkorian's "Emperor" twice winner of the world's most beautiful roadster title. Features full chrome frame, Cad engine, handmade grille.



Wild pink candy paint was show stopper on Joe DeSantis's '59 Chevy hardtop. Built by Kustom Associates in Glendale, Calif. Car has molded hood, recessed headlights, rolled pan.



Very low, and beautifully restyled is Garret Greydanus' '53 Chevy. Custom features a Hi-Fi Orange lacquer paint job, extended molded grille, quad headlights, chrome wheels.

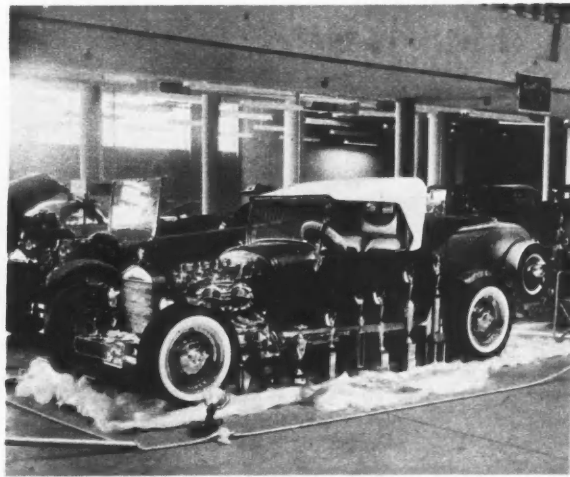


Just completed is Ford Walters steam powered dragster from Hawthorne, Calif. For those who scoff or don't remember the potential power of steam cars, this could be a real threat.



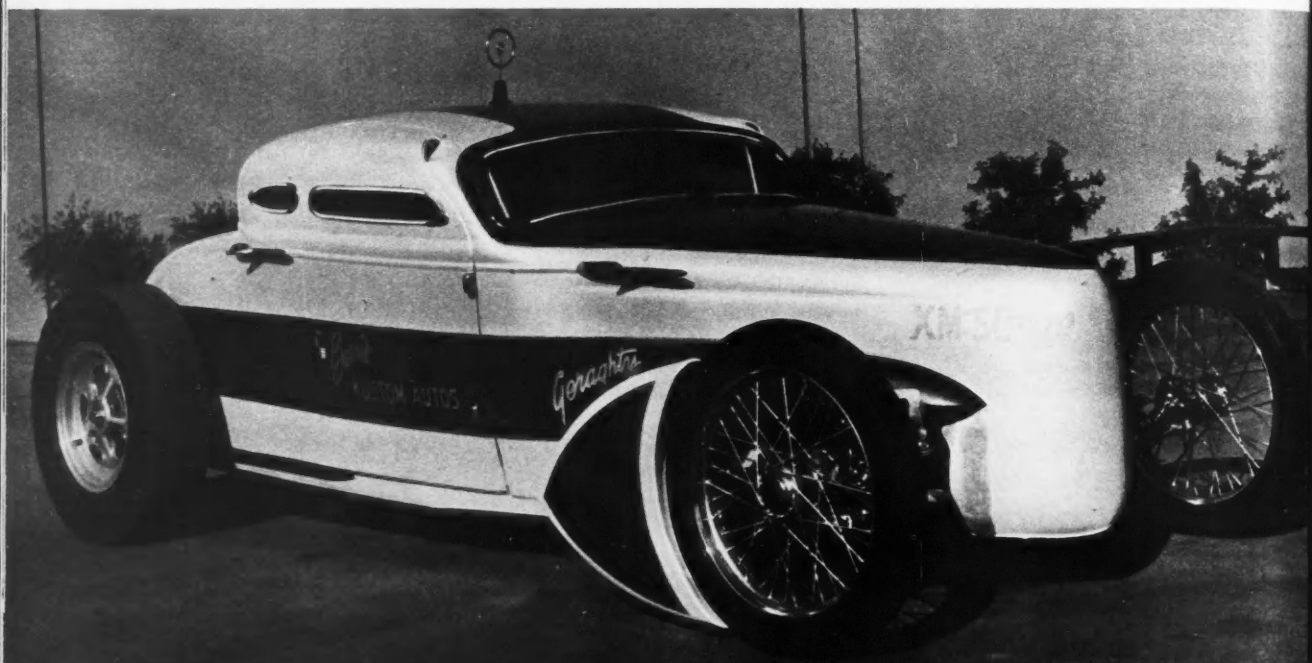
Star of show was Bobby Darin's dream car valued at over \$150,000, and hand built of aluminum by Andrew DiDia of Detroit. Headlights swing down electrically from grille top.

AUGUST, 1961



Keith Heiskell brought his "Blue Demon" all the way from New Mexico. A '27 T on special rails, car features '58 348 c. i. Chev mill, Turboglide trans. Won first place roadster.

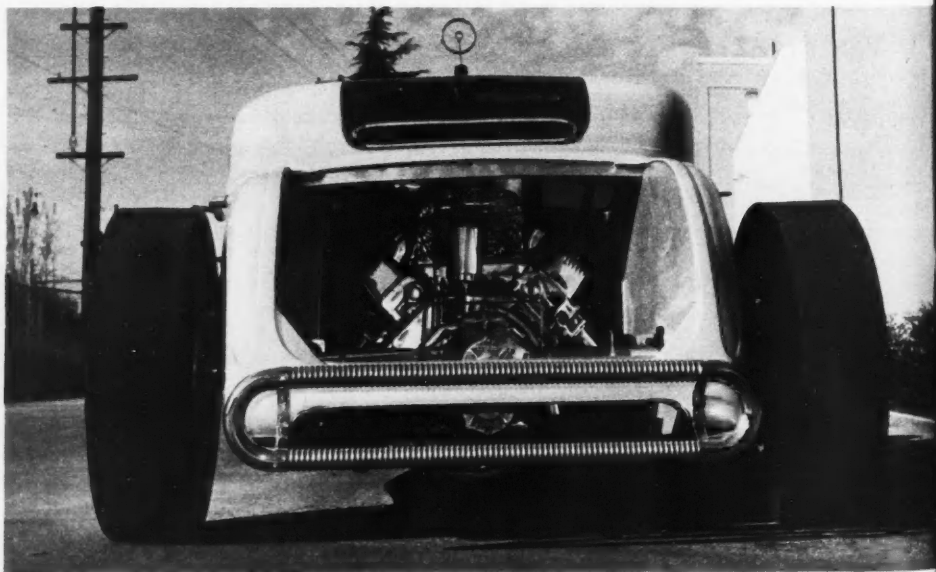
Engine by Geraghty, custom work by Barris—this show-go coupe is a—



HARD COMBO TO BEAT

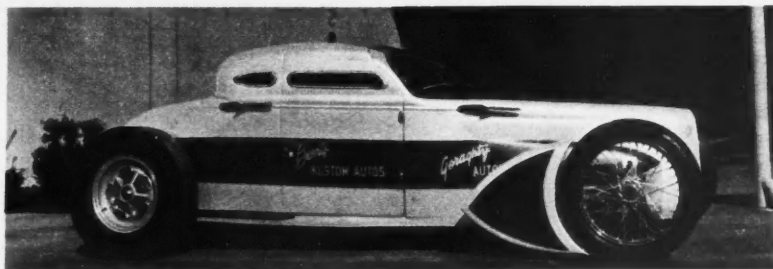
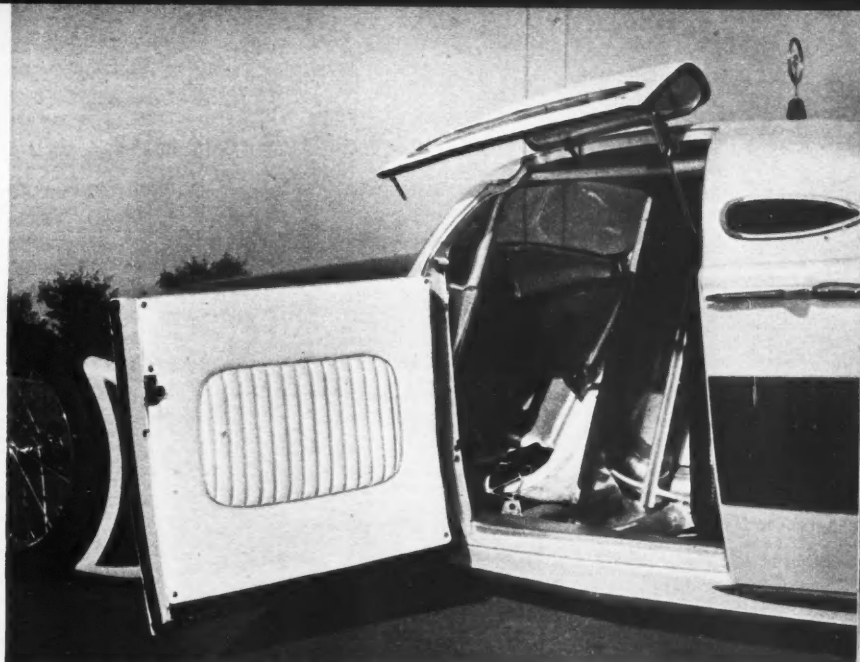
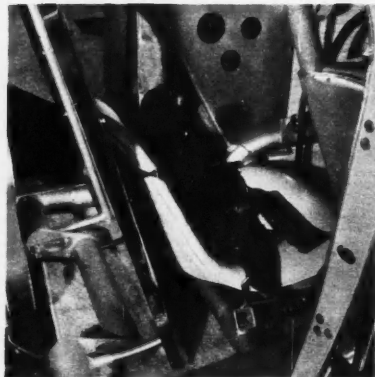
XMSC (experimental speed coupe) is name given beautifully rebuilt coupe of George Barris and John Geraghty. Car originally belonged to Art Chrisman who set and still holds class record of 187 mph at Bonneville. Body is '31 model A Ford.

Engine located behind driver and is coupled to Halibrand quick change rear by in-out dog box. Rear axle is also mounted solid to frame. Hand operated hydraulic brakes are used on rear only. Spotless engine compartment is paneled with extruded aluminum. Aerial above rear window and vent is for two way radio communications.



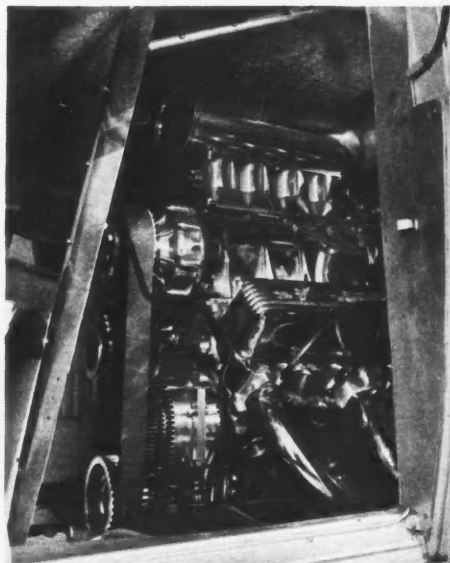
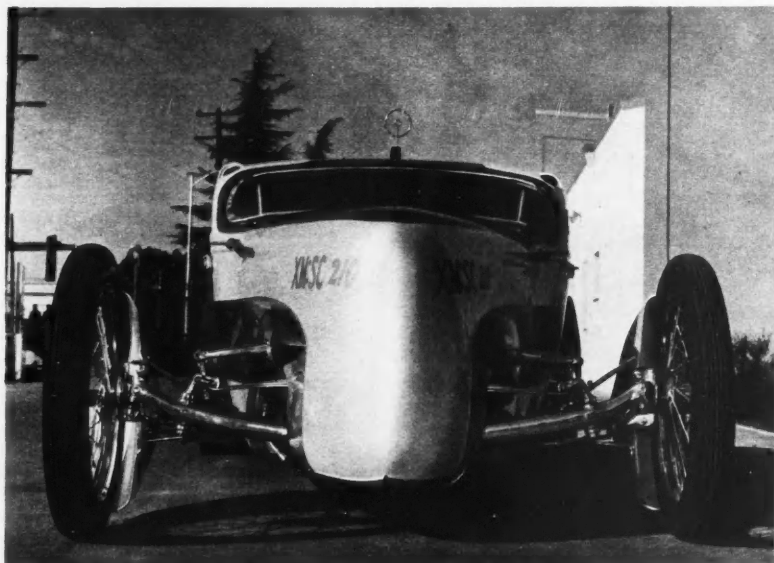
Right. Interior is fully upholstered in white Naugahyde and plush pearl rugs. Stainless steel firewall separates engine from driver. Pilot tube on side.

Below. Interior shows special tubular frame. Frame has been painted with coarse metal flake. Usual gauges also include air speed indicator. Hanging from seat is mike for two way radio.



Left. Hand formed wheel fairings are mounted to radius rods, help streamline open wheels. Doors are split and hinge on top to open like Mercedes coupe. Front wheels are motorcycle, rear are polished magnesium with air vents. Car also runs full bellypan for streamlining, and is topped off with a 30 coat paint job of translucent pearl, added diamond dust, and Kandy Tangerine color.

Photos by George Barris



Front nose section is made from two '40 Ford hoods. Twin roof scoops draw air for supercharger, scoop in center of cowl is fresh air for driver. Body has been chopped, channeled and sectioned. Although top has been chopped to 3" opening windshield is slanted, and widened for better visibility. Amber plexiglass is used throughout. Front end uses '39 Ford axle, cross spring, friction shocks run.

Mill is '58 Olds running 460 c.i., an Engle cam, Forgedtrue pistons, Vertex mag, and GMC blower. Heads are '59 ported and polished with a ratio of 8:1. Hilborn 4 throat injector is run.

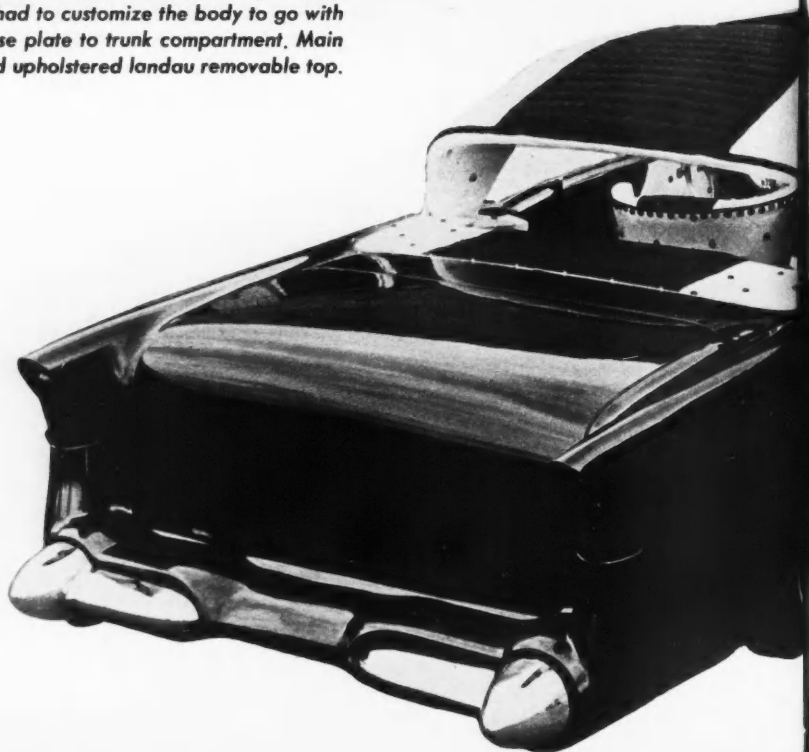
Joe Flowers' '56 Chev was

Built To Be Upholstered



Clean Chev was built by Joe Flowers, Columbus, Ohio, who owns auto upholstery shop. After completing wild interior job, Joe had to customize the body to go with it. Car has upholstery panels from front license plate to trunk compartment. Main feature is hand made, beautifully padded and upholstered landau removable top.

Rear fenders were extended 8½ inches and house Lincoln taillights. Molded pan is a Pontiac grille shell, and uses Buick Special bullet bumpers. Deck has been completely stripped, is opened electrically. Outside takes pipes are made of plain and rippled chrome tubing run under door. Pipes are ported from frenched opening at rear of front fender flare. Chrome reversed wheels.



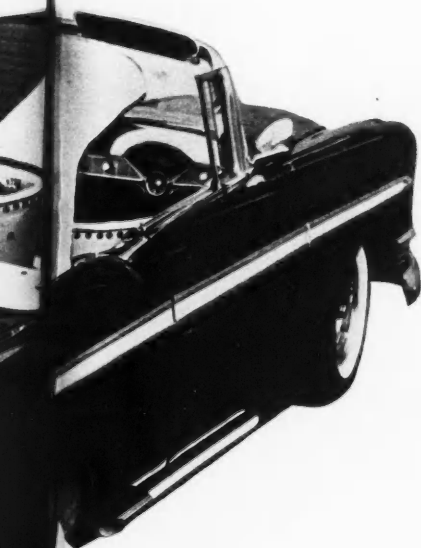
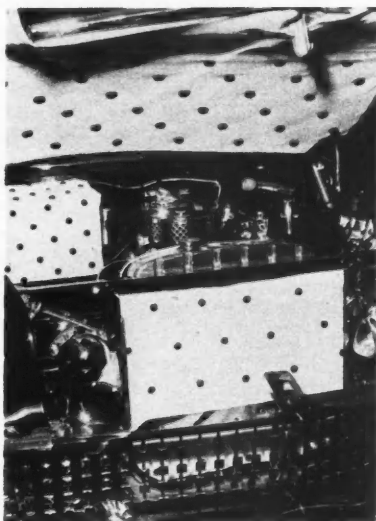
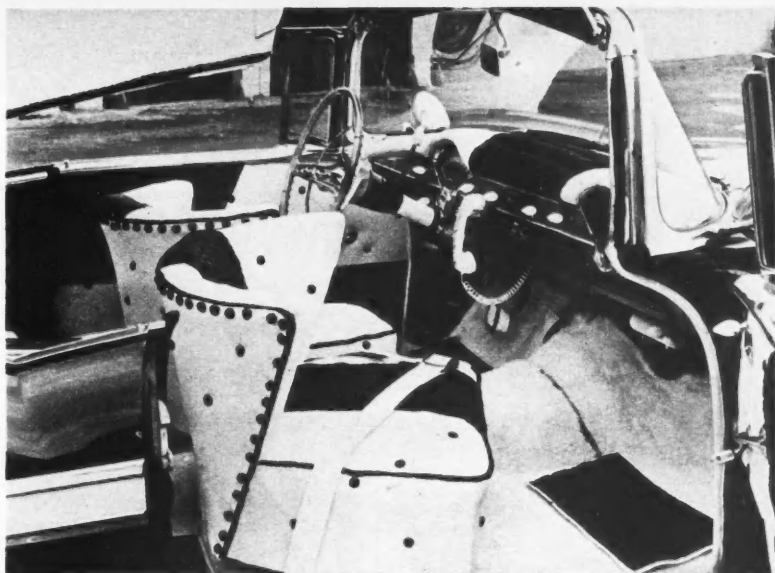
Photos by Bob Hegge

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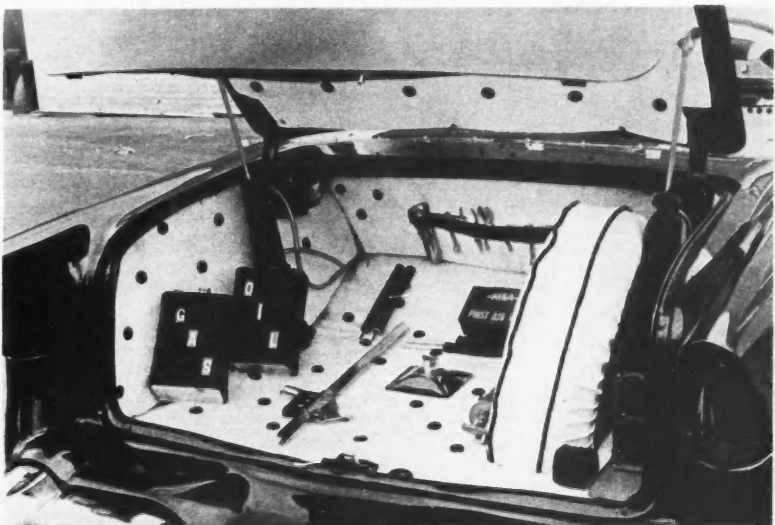
T. V. swivel chairs are covered in raspberry frieze rolls and diamond tufted white Naugahyde. Upholstery theme has been carried through on dash board, door panels, rear seat, and landau top. Plush white nylon rug, frieze step pads.

Engine compartment has been given full chrome treatment, including the brake drums, oil pan, tie rods, radiator shroud, both sides of the fender wells. Mill is 283 cu. in. with Duntov cam, dual four barrel carbs, ported, polished heads. Engine work by Gerry's Auto Service, Columbus. Upholstery panels covering hood, radiator and battery snap in for show display only, are not run on street.

Aerials are in scooped fender mount. Grille was made from '59 Buick with extra diamonds added to fill opening. Car is lowered by reversed spindles front, Z'd frame rear. To date Joe has racked up some impressive wins with his beautiful custom, taking 35 trophies.



Trunk compartment is not forgotten upholstery wise, even to covering gas, oil cans, and hydraulic pistons which raise lid automatically. The full chrome tools and safety equipment complete rear of Joe Flowers '56 Chev custom.





MINI-BIKE JAMBOREE

*"a ball for all" is the byword at the
second annual bash of the torrid two-wheelers*



A riders' meeting was held previous to day's events to explain program and answer any questions. Rider's numbers were drawn, determining starting spots.

Here, Bob Cody is seen leading pack around turn #1 in B class road race. He did a good job of it as he won both heat races as well as the B main event.



THE WHINE OF two-strokes is a familiar sound to the Go Kart Raceway in Azusa, California, but today it was to be a little different. The screaming powerplants were tied to two wheels instead of the usual four. It was the second annual Mini-Bike Jamboree. Although not as large in number as their four-wheeled counterparts, the two-wheel devotees certainly have as much enthusiasm. Arriving at the track at 10:00 AM, they spent the next two hours practicing, tuning, and registering for the day's events. The Jamboree was to consist of a road race, run on the regular paved kart track, a flat track race, held on a small dirt oval, and a scrambles, which took in much of the unimproved terrain surrounding the Azusa track. The mini-bikes were segregated into two classes. The A class allowed up to 5.8 cubic inches and the B class up to 7 cubic inches.

Following a break for lunch, all the riders' names were put in a hat to draw for starting positions in the first heat of the road race. Finishing positions in that race determined

starting spots in the second heat, which in turn qualified them for the main event. The A and B classes would run separately, each having six-lap heats and eight-lap main events. In the A class, Doug Husted, aboard a McCulloch-powered Flea, finished out of the money in the first heat, nabbed a fourth in the second, then came from behind in the main event to be first at the checkered flag. B class was a completely different story. Bob Cody, a veteran in mini-bike competition but who often suffers from mechanical trouble, had it all his own way in the road races. With his West Bend 700 tuned to perfection, he toured the course on his Cobra Cycle in smooth, consistent fashion to nail down first place in both heats and the main event.

Next up were the flat track races. Again, starting positions in the heats were drawn from the hat, but only the first three finishers in each heat would be qualified for the main. The tight turns on the small oval, combined with loose traction and dust, made for exciting races, with some

would-be winners finding themselves sitting on the ground suddenly due to a slight miscalculation of the handling qualities of their machines. Don Watkins, a newcomer to the small cycle competition, but well known in Southern California motorcycle racing, showed he could do it on the wee ones as well as the big ones. He stuck his Flea, with Cary engine, in the outside groove and hat-shoed it from behind for a heat win, then went in a wire-to-wire victory in the eight-lap A main. In the B flat track races, Bob Bosemer, who had ran into some trouble in the road race, equaled Watkins' performance by winning both the heat race and the main on his West Bend 700 Go Kart cycle.

Climaxing the day were the scrambles races. From the rider's standpoint these are the most diversified and interesting races yet conceived. They are started in a mass start, from a standstill, with engine running. The course takes in asphalt, dirt uphill and downhills, right and left hand

(continued on following page)

Flat-tracking showed some could handle the loose traction well, while others had little more difficulty, as witnessed below.





Getting up the hill wasn't the problem, it was flying over the top and landing upright. Above rider does the job well.

They're supposed to be having fun but they seem to be gritting their teeth. Note the difference in riding styles.



Don Watkins, who won A flat track, scrambles, and tied for Sweepstakes honors, uses one and only method of getting through mud trap—eyes shut, mouth closed. Bob Bosemer, who turned the same trick in B class as Watkins did in A, gives boys some lessons in flat track cornering. Scorers in center got dizzy keeping track.



JAMBOREE continued

turns, rocks, bumps, brush, and even a small mud crossing. Each class ran ten laps which, over the elongated course, gave rider and machine a real healthy workout. A class was again topped by Don Watkins as he slipped and slid past all competitors for the win. It was also a repeat win in B class as Bob Bosemer showed his earlier consistent riding was no fluke. The final results showed Watkins winning A overall for the day, with Bosemer doing likewise in B. With each of them having a third and two firsts, Don and Bob tied for the Sweepstakes trophy.

Don Matthews, who laid out the courses, officiated, and was in charge of the entire day's events, was kept hopping, running from one event to another, to keep everything running smoothly. When asked if it wasn't a lot of trouble to put on an event of this type, he replied simply, "Who cares—the important thing is that they have *fun*"—and they did!

RESULTS

A ROAD RACE

Doug Husted
Dave Warnock
Don Watkins

B ROAD RACE

Bob Cody
Steve Harvey
Bob Bosemer

A FLAT TRACK

Don Watkins
Don Leech
Doug Husted

B FLAT TRACK

Bob Bosemer
Bob Cody
Duane Smith

A SCRAMBLES

Don Watkins
Ed Lock
Mark Spittler

B SCRAMBLES

Bob Bosemer
Duane Smith
Bob Cody

A OVERALL

Don Watkins
Doug Husted
Tom Morgan

B OVERALL

Bob Bosemer
Bob Cody
Duane Smith

SWEEPSTAKES

Don Watkins
Bob Bosemer
— tie



Photos by Brollier & Holt



And it's a beautiful body-block to the midsection! Despite a few spills, there wasn't even a minor injury all day long. The girls are taking to the mini-bikes as well as the karts. Mary Vance showed determination by finishing all events. Scrambles racing had its ups and downs. Well schooled in advertising, this team member fell with his back to camera.



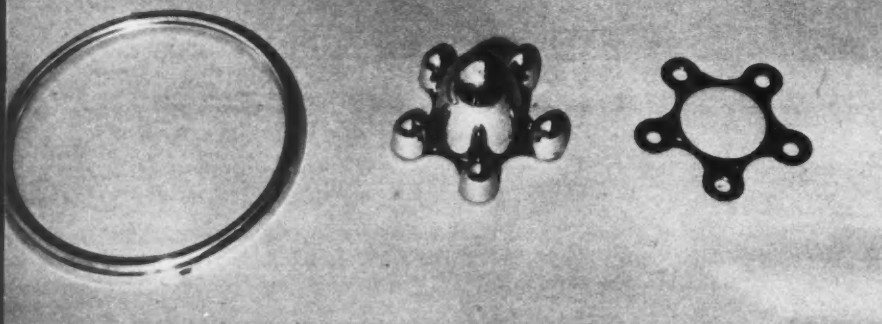
Now I lay me down to sleep! Bosemer picks a soft spot to take nap (asphalt?) while Bob Cody goes on to win the race.

WHEEL GLAMOUR

New Kandy Apple spray bombs and accessory "Spider" caps are combined in latest example of beautifying wheels

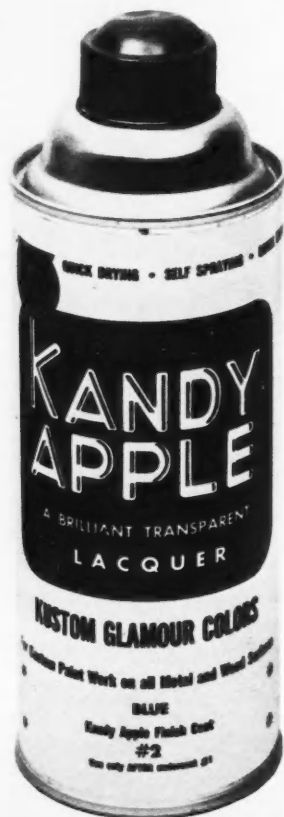


Photos by George Barris



ONE OF THE newest custom accessories to be manufactured is the Open Wheel Spider, and Kandy Apple spray can paint. These items allow you to inexpensively create your own glamour wheels any color or design desired. They may be plain Kandy Apple, striped or fogged with contrasting colors. Both the powdered gold under base (can #1, and the color finish coat (can #2) are the same Kandy materials used to paint the big cars by professional body shops. The Kandy Apple spray comb (can #1&2) comes in a 16 oz. can and sells for \$1.79. Kandy colors available are red, blue, green, burgundy, tangerine, lime gold, gold,

and clear. One can each of base and color will spray all four wheels. Shown in photo above are the various components that make up the Open Wheel Spider. At left is the chrome ring which sets off outer edge of spider. A set of four is priced at \$5.95. Center is the chrome spider itself. This is not a flimsy piece of tin, but a heavy wall casting with good chrome plating. At right is spider mounting plate. Price of spider is \$19.95 for a set of four. The Open Wheel Spider fits most cars, and all the late models. All the above products are manufactured and sold by California Custom Accessories, 1807 West 65th Street, Los Angeles, Calif.





1. Clean, sand and prepare wheels as a fine paint job. Use #400 wet paper.



2. When wheels are ready, spray base coat of gold, can #1. Cover entirely.



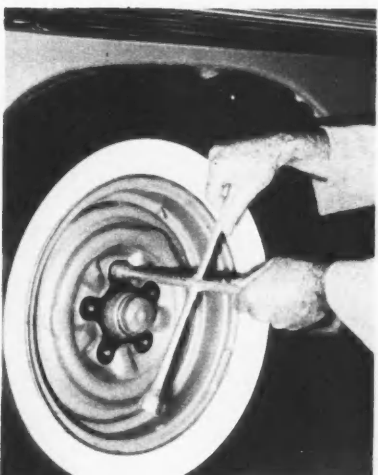
3. After base is dry, spray on Kandy color. Move in close for a fog effect.



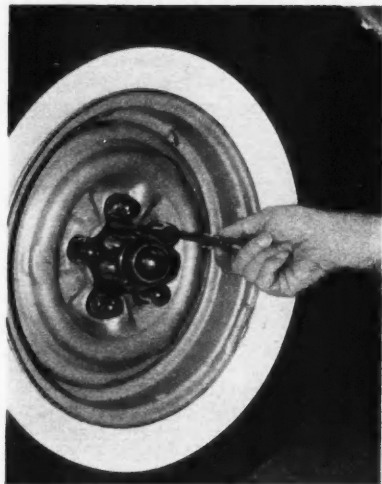
4. Multi color effects can be obtained by masking, fogging with other colors.



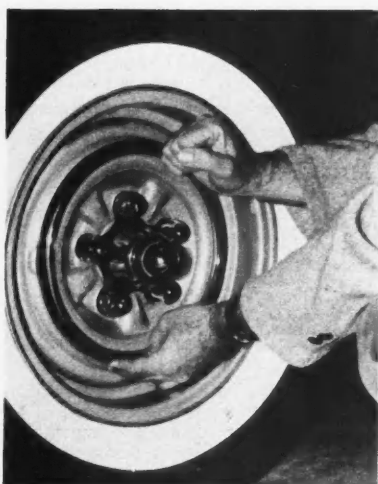
5. Spider can also be Kolor Kromed, mount can be sprayed same as wheel.



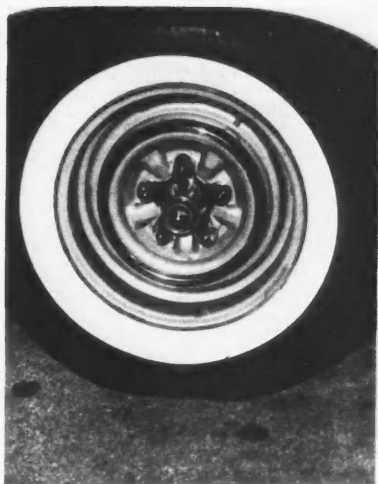
6. Finished wheels now installed on car using spider mount behind wheel lug.



7. Install spider on wheel using small sheet metal screws supplied with kit.



8. Now snap on chrome ring, this also eliminates the hubcap attaching-knobs.



9. Mr. Alex Kraus designer of this new idea won Automotive Accessory Award.



BY
ROGER HUNTINGTON

NEW RIVET FOR RODDERS

Hand gun riveting tool solves many problems for the home car builder

IF YOU'RE AN average hot rod builder or car customizer you do your sheet metal fastening with bolts and nuts, screws or welding. You've probably wished a hundred times that there was an easier way. Bolts and nuts can't be used in many "blind" applications where you can't get to both sides of the work; screws vibrate loose in many applications; welding requires lots of know-how, much expensive, bulky equipment—not to mention the problem caused by the heat on adjacent areas.

Well, there now is a better way to do this work: "POP" rivets. The United Shoe Machinery Corp. plant in Shelton, Conn., has recently introduced this new type of rivet to the automotive trade. It looks like a real good bet for the business of modified cars. Conventional rivets either can't be set in blind applications (very important in automotive work) or require expensive and bulky equipment for installation. "POP" rivets

can be set in blind quarters, quick as a wink, and with a special set of hand pliers that cost less than \$18. Rivets are available in a variety of sizes and types to cover a broad range of requirements in joint strength, corrosion resistance and joint sealing. It's the coming thing in simple metal fastening. Several auto manufacturers are using "POP" rivets on the assembly line on 1961 models, and the item is becoming more popular in the aircraft, appliance and boat-building industries.

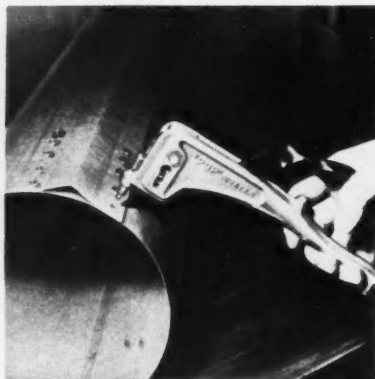
Every active car modifier should know all about this important new development...

How does it work? The accompanying drawings show the principle. The rivet itself is hollow. A mandrel extends through the hollow rivet and has a ball end that seats against the rivet end. When the rivet is placed in position and the mandrel pulled back, the ball upsets the end of the rivet, pulls the pieces of the

work together, and locks firmly in place. The shank of the mandrel is necked down just below the ball head, giving a weak spot that will allow the mandrel to break off when the pieces are joined tightly. The ball end of the mandrel remains in the hollow rivet to strengthen the joint. This whole operation is done with one quick squeeze of the special pliers (see picture). The rivet is set in the hole where you want it positioned. When you squeeze the plier handles the jaws grip the mandrel and pull it back. Up to 600 pounds of tensile force can be exerted by hand. This upsets the rivet head, locks it in place, breaks off the outer end of the mandrel, withdraws it—and there you are. Quick and slick! Several different types of rivets are available for different applications. The conventional type is the "open-end" rivet, where the ball of the mandrel is exposed. Or you can get a closed-end rivet where the mandrel



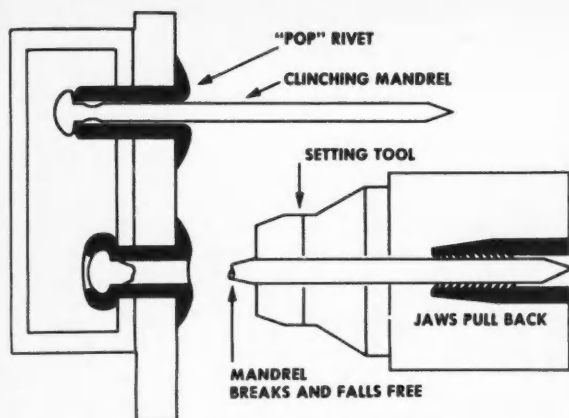
Fastening of ducts, vents and other sheet metal work with "Pop" rivets and hand pliers is relatively fast, simple.



Set a "Pop" rivet in pliers nosepiece, place rivet mandrel in predrilled hole in work, set with simple hand pressure.



More than 600 pounds set rivets without distortion to metal work. Being set by compression allows easy removal later.



"Pop" rivet is inserted into predrilled hole in work then nosepiece of pliers is fitted over the rivet mandrel. Pressure on pliers sets rivet snugly while mandrel breaks free.

ball end is closed inside the rivet end. This type is used for sealing liquid and air-tight joints.

Also various rivet materials are available to fill special needs in the area of corrosion resistance. You can order rivets of steel, aluminum or copper, with steel, copper or aluminum mandrels. Some rivet sizes are available in Monel, with zinc-plated mandrels, for real tough corrosion conditions. The material has a big effect on the strength of the riveted joint. For example, the standard $\frac{1}{8}$ -inch diameter rivet has a sheer strength of 140 lbs. with an aluminum rivet and aluminum mandrel. The strength is 230 lbs. with a steel mandrel, and 320 lbs. with both the rivet and mandrel in steel. A Monel rivet is 100 lbs. stronger than this. Rivets up to $\frac{3}{16}$ inch (for No. 11 drill size hole) can be set with the hand pliers—which give available shear strengths over 900 lbs. with Monel rivets. This would be ample strength in most applications in the modified car field.

How do you get it? You'll have to order it through the mail at present. "POP" rivets are primarily used as an original-equipment item in industry, so a network of retail outlets has not been developed as yet. However, to promote wider field use United Shoe Machinery is offering an introductory kit that includes the special hand pliers and setting head, an assortment of approximately 240 of the popular rivet types in the $\frac{1}{8}$ -inch size, and instructions for use and for ordering further rivets. This gives you the basic tool and enough rivets to give you the feel of the work, and helps you tell what rivet types you'll need in future work. The kit sells for \$19.95 postpaid. The price of additional rivets will run from \$1.14 per 100 in the smallest $\frac{3}{32}$ size to \$1.49 per 100 in the popular $\frac{1}{8}$ size. You can order by mail from the United Shoe Machinery Corp., Shelton, Conn.

So think it over, guys. Here's an inexpensive, simple sheet metal fastener that you can get in blind applications with a simple hand tool in a couple of seconds. The fastening requires no heat, can give a liquid-tight joint that won't corrode if needed, won't vibrate loose, and can hold shear loads up to 900 lbs. How can you beat it with the old bolts and screws and welding torch?



While clamp holds new fender panel in place, riveter pliers set rivet joining fender to body. This eliminates welding.



Blind riveting feature is very unique, allows owner to set rivets where access to one side is available, as on hoods.



When working in vicinity of fuel tanks, danger to personnel by fire caused by welding is eliminated with "Pop" rivets.



ON THE FLOOR?

FLOOR SHIFTS, A thing of the past in 1940, now seems to be the style of the future. Forgotten by Detroit for almost twenty years, now many models come with floor shifts as standard equipment. The demand by the hot rodder for a fast and direct shift, lead Chevy and Pontiac to install a floor shift with their racing models. Ford also plans to offer a floor mounted four speed transmission soon. A neat installation for the pre-floor shift Chevy's, is the mounting of a Corvette shift lever and plate. The slight extra work involved in installing this shift plate is well worth the trouble. It gives a professional appearance and finishes off the usual unsightly hole left in the floor. All it takes is a little cutting and welding. The problem is to build up the round floor tunnel to a flat platform for mounting the Corvette shift plate. Here is the full story on how to do it, so let's be ahead with a stick shift.

If you have, or are considering converting to, a floor shift – a Corvette indicator plate makes it a neat installation

Photos by Bud Lang



1. Install the shift lever through small hole, then cut out C pattern as shown.



2. Raise up floor flap exposing stick shift, now cut small lines as marked.



3. Use dolly, hammer curving edges of top flap down, bottom edges curve up.



4. Weld in filler strips covering gap on side, and weld up small side cuts.



5. After finishing all welding, check flatness for mounting floor shift plate.



6. Lay indicator plate on floor, and mark opening for stick and ash tray.



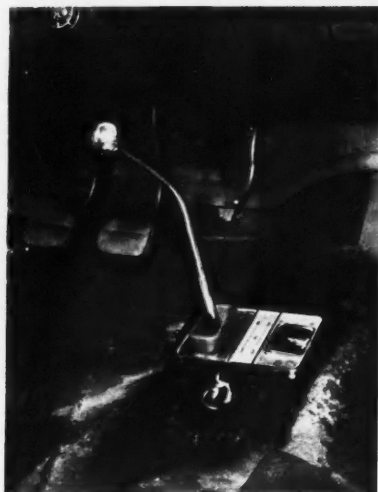
7. Use torch, and cut holes for stick and ash tray. File smooth if necessary.



8. Next, mark, center punch, and drill two holes for attaching plate to floor.



9. Clean, spray bare metal with spray can. Now fit plate, boot, and ash tray.



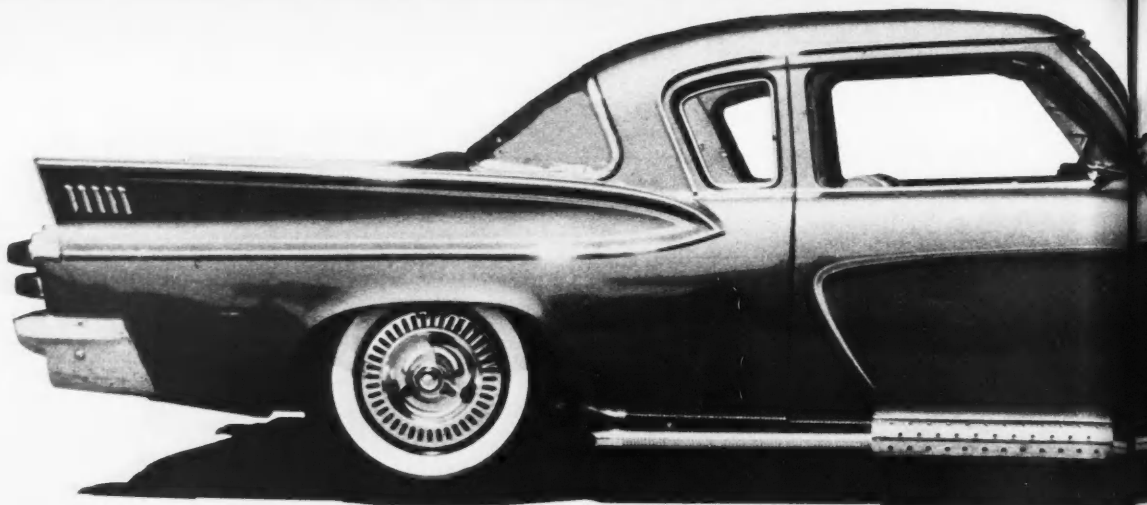
10. Install slightly longer shift stick for ease while shifting. Don't over do it.



11. Remove shift plate, and install the rugs. Cut small hole for stick and tray.

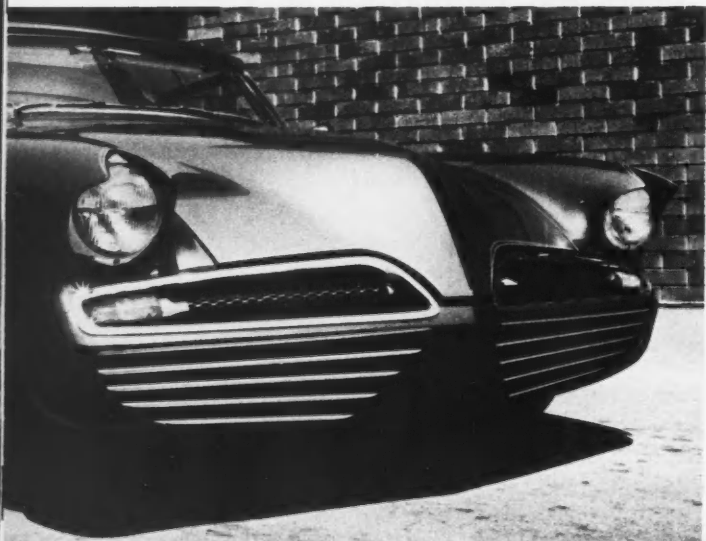


12. Replace stick and indicator plate. Rug will fit enlarged floor hump okay.



*Shooting for show trophies,
Gary Elmore built himself a—*

COUPE CLASS CUSTOM



Unique scalloped shades are extended forward of headlight unit using early Plymouth rings. Front rolled pan was hand-formed, molded into body. Upper grille was reworked with expanded metal. Lower also uses expanded metal, tubing.



Cluttering chrome trim, emblems, and bumper have been removed from rear. Corners have been rounded on electrically operated trunk lid. Partial rounded rear pan is set off by rear grille trim. Tail lens is '58 DeSoto in custom housing.



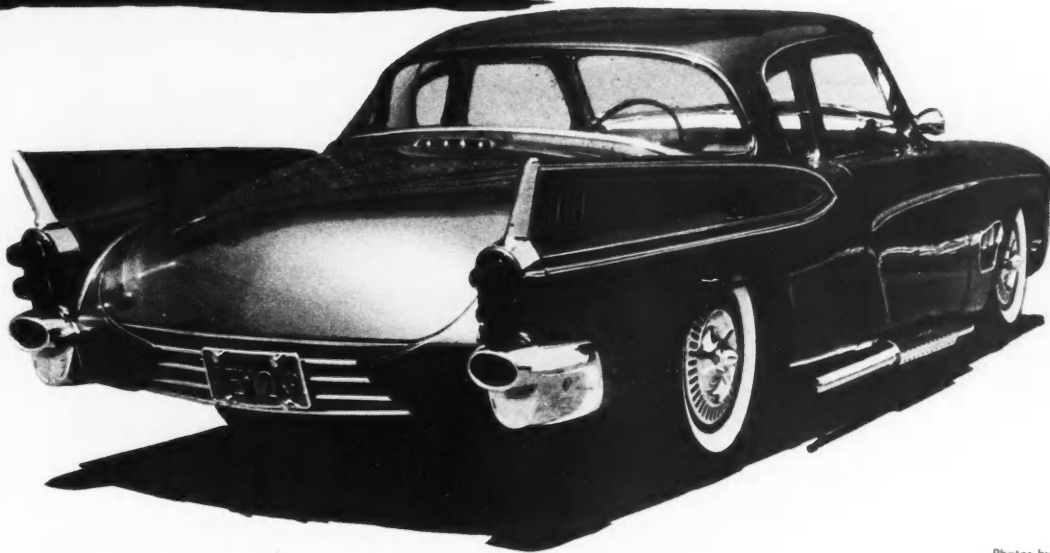
Tasteful interior is done in Terra Cotta and white Naugahyde by Britto's of San Leandro. Thick rug is of off-white cotton. Sun visors have been pleated, padded as was dash board. Seat rest, windshield molding and trim are chromed.



Pleasing appearance of this '53 Stude is due to the careful workmanship of Gary Elmore, Castro Valley, Calif. Smooth lines are enhanced by handmade air scoop in front fender, and outside exhaust pipes. Hubcaps are reworked Chrysler.

Rear fenders are finned '59 Stude Golden Hawk protected by '57 Chevy bumper tips nicely fitted. Gold scallops trim car's low lines. Functional air scoop has also been built into rear deck below window. Gary spent two years building car.

Sierra Gold lacquer is used to finish off body work. Spots are baby Appletons. Car is lowered with chopped coils front and blocks rear. Door handles are removed, operated by solenoid. \$2,000 was well spent on this coupe class custom.



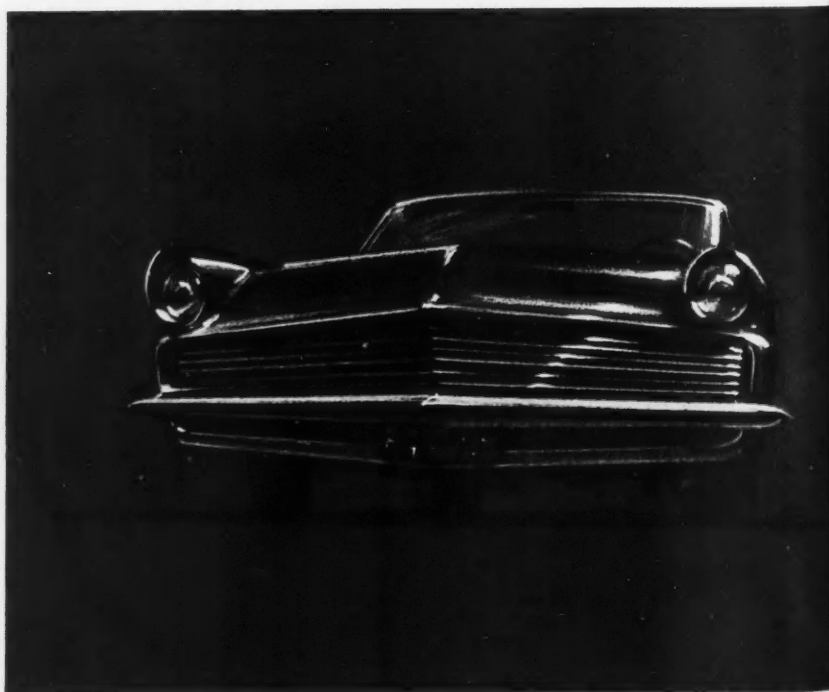
Photos by Frank Faraone



RESTYLING

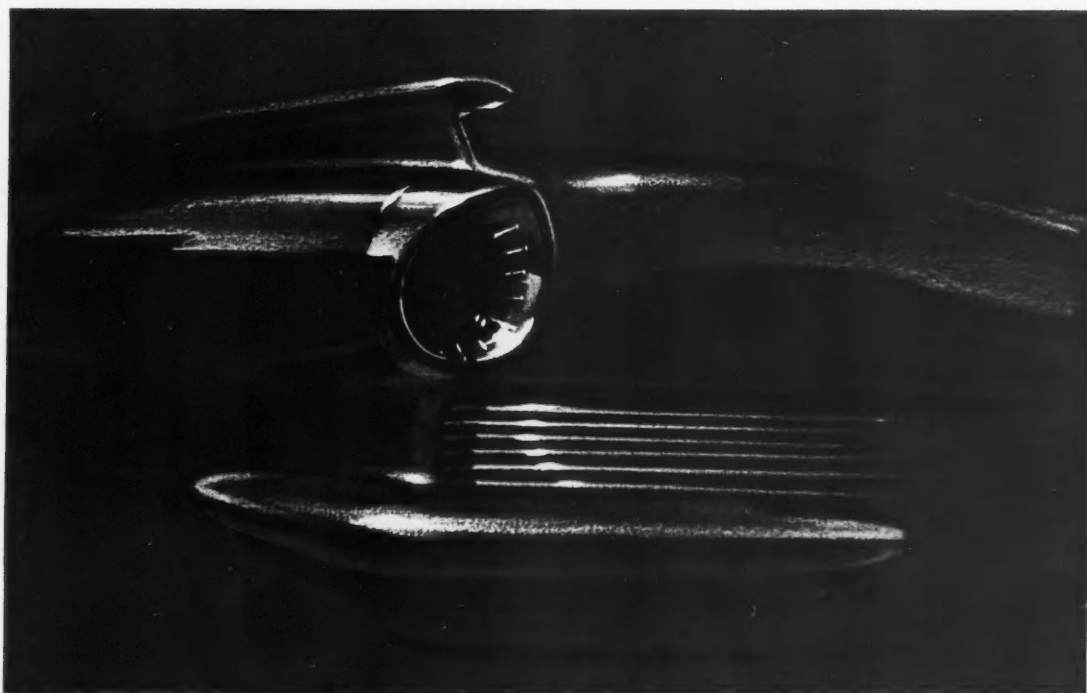
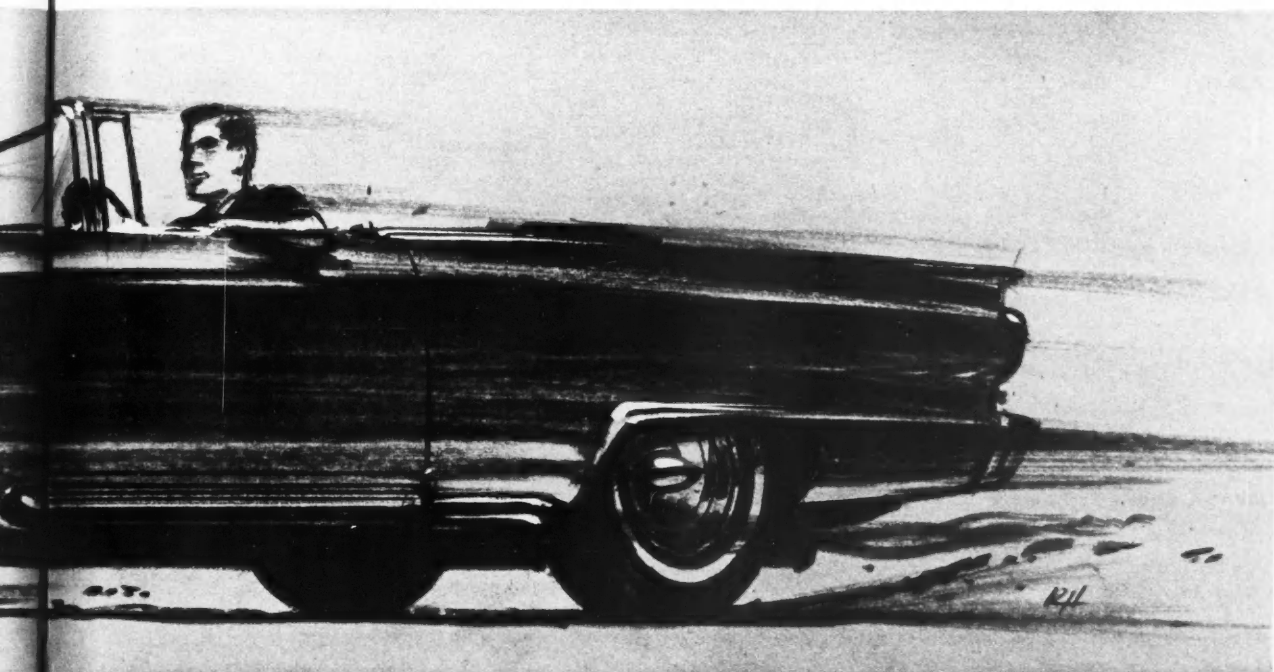
THE '55-'56 FORD CONVERTIBLE

THE '55 AND '56 Ford convertible, a very popular car when introduced, and still is, with almost classic lines lends itself easily to customizing. Our very mild version of restyling this car could be completed with a minimum of work and a small capital outlay. To start with, we have smoothed the whole car by removing all chrome trim and emblems. Reworked headlights are frenched and tunneled. Smooth rake appearance of the front end is captured by the front hood platform extended and wrapping around fenders into the wheel well flares. The hood is also peaked and corners rounded. A horizontal tube grille is used with Buick bumper and molded Stude lower pan. Chrome side exhausts are ported through front fenders into a finned muffler running under the door opening with small twin pipe outlets. Tires are 6:70 x 15 front and 7.60 x 16 rear, mounted on chrome reversed rims. Bullet caps are used to cover axles. A horizontal tube grille has been carried rearward and frenched in under the deck lid. Taillights are '60 Dodge with the upper part of fender thinned to form more of a fin effect, and to sculpture in directional signals or back-up lights. Candy paint and pearl Naugahyde finish this mild custom.

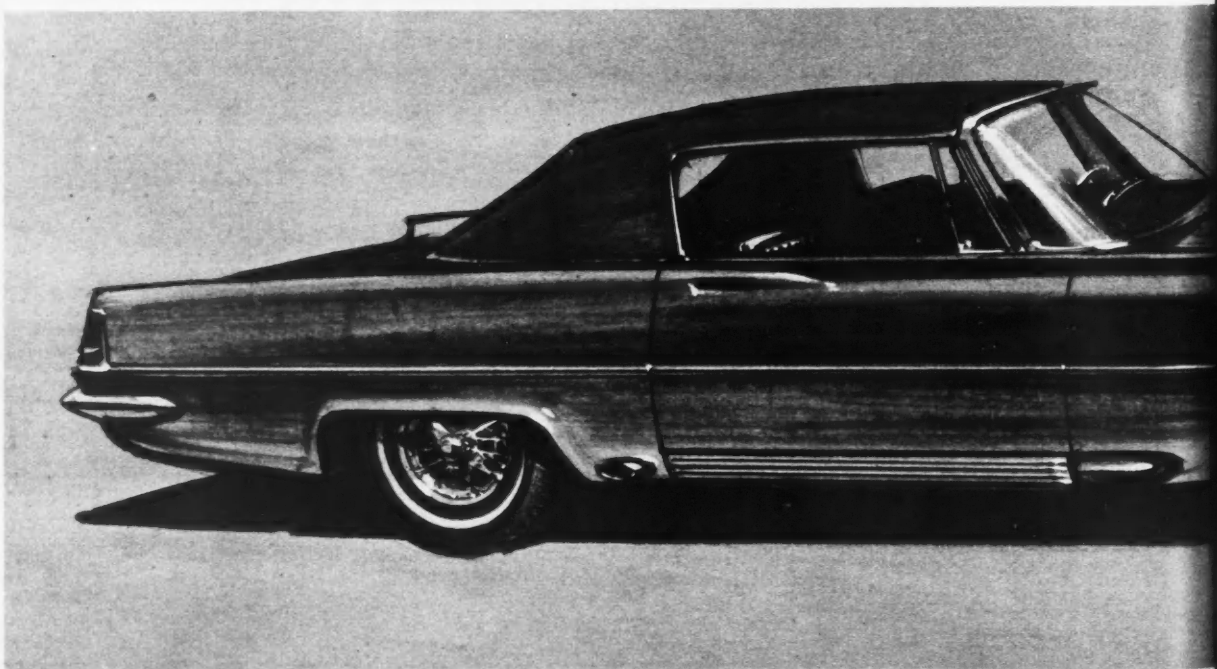


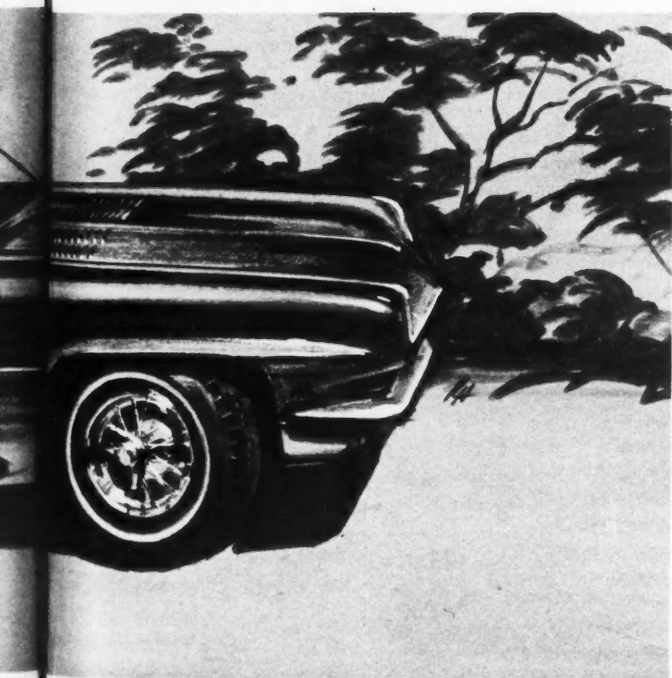
C from mild...

Design by Bob Hubbach

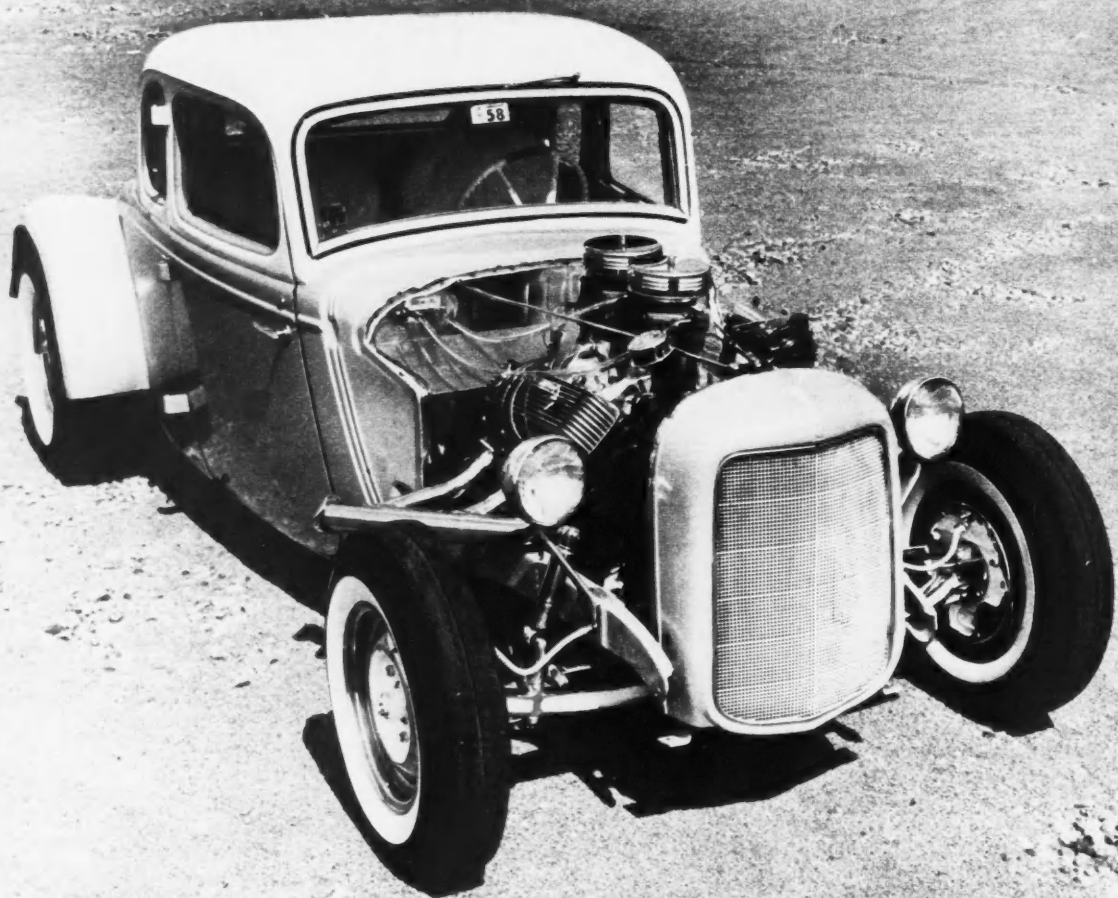


...REStYLING...to wild





THE WILD VERSION is strictly for the working class with lots of money. As you can easily see our car hardly resembles any Ford, but more like a custom Farina design. To start with, a three-inch section job is performed on the body. The front end is extended by grafting on a hood and engine compartment panel from a '61 Lincoln Continental. Hood is louvered with four rows of fifteen, each three inches wide. Also arcs are cut into hood to house Lucas headlights. Fenders from '61 Continental are spliced on and stock headlight arrangement is cut away and sculptured to mate with wider hood. A horizontal thin tube grille is placed in a concave fashion. To complete opening a '59 Buick bumper and pan is used. A '57 Plymouth Fury windshield is placed ten inches farther to the rear than stock, as are doors, and complete front passenger compartment. The rear seat is removed and small jump seats installed. The top is custom made and padded. Fifteen inch chrome wire wheels are run. Rear section of '61 Pontiac fenders are grafted onto Ford with '61 Continental taillights installed. Deck is also '61 Continental, as is rear grille, but texture is horizontal ribbed stainless steel. Rolled pan is '59 Buick with parking lights. Bumper from '61 Buick special is bisected with ends finished and rechromed. Black paint and red leather complete the wildest '55-'56 Ford.

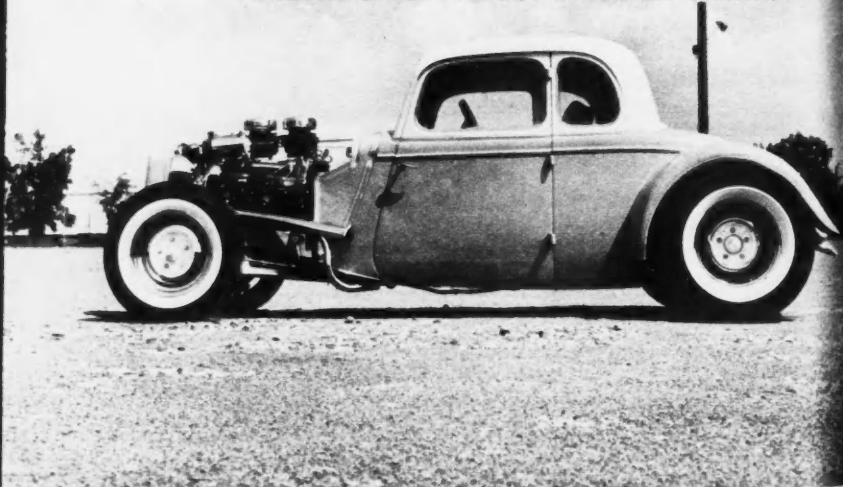


Hard luck, including having coupe stripped and stolen, has caused Jerry Flanagan of Lawrence, Mass. to rebuild car for the third time. Final color is 'tutone, blue body, white top. Wheels are chromed, and reversed in rear.

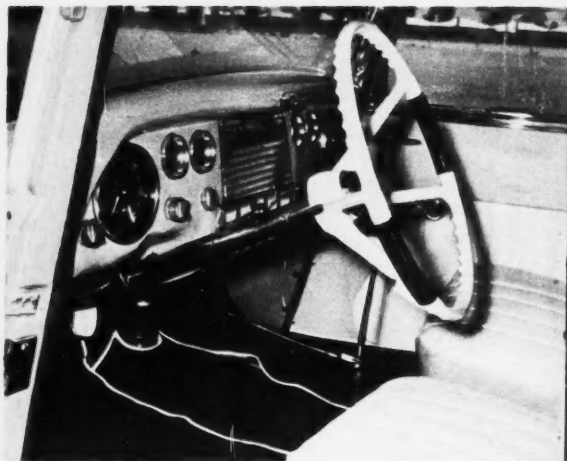
OLD TIMER- REVITALIZED

Jerry Flanagan is on the third time around with his popular '34 coupe

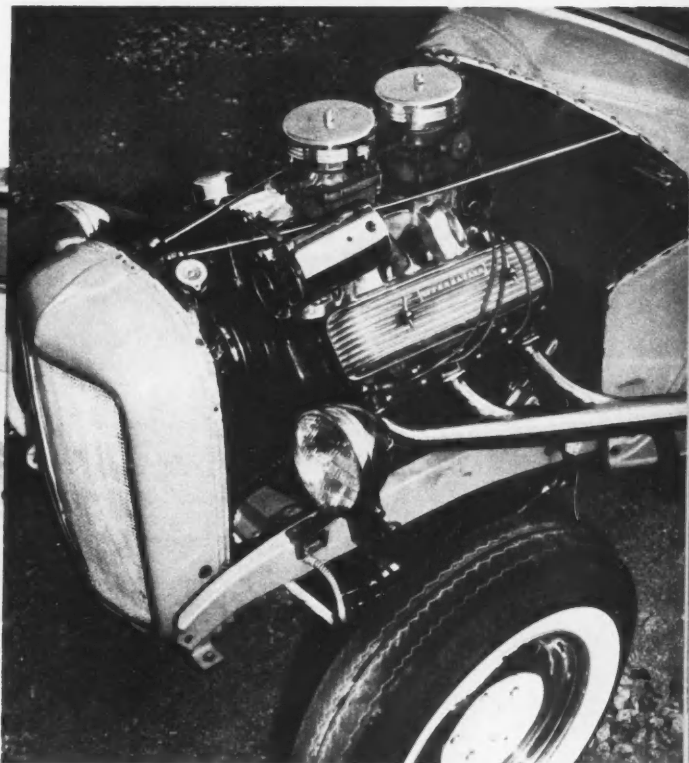
Body has been channeled 9 inches. Rear fenders have been raised to clear wheel, then molded to body, and bobbed. Undercarriage has chrome treatment, as was handmade exhaust headers. Tires used are Generals.



Plymouth dash is molded into '34 frame. Upholstery is white Naugahyde pleated and rolled, rugs are black nylon. Remote control shift lever operates '39 Ford box with 26 tooth Lincoln gears. Moldings are chromed.

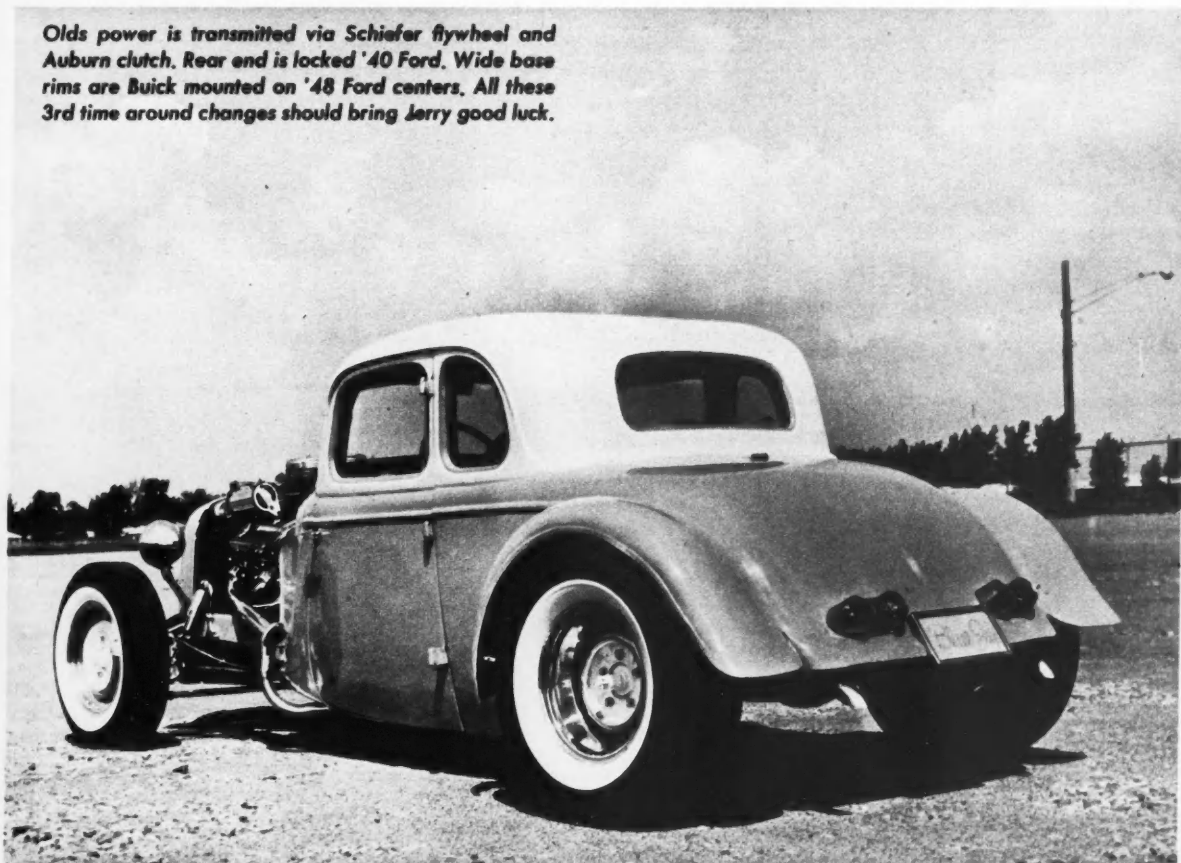


Right. Mill is '56 Olds reworked with Clay Smith cam, Thomas rockers, Jahns pistons with Grant rings, and two four-barrel carbs. Heads have also been milled, and run an 11:1 ratio. Jerry made his own adaptor.



Photos by Pat Brollier

Olds power is transmitted via Schiefer flywheel and Auburn clutch. Rear end is locked '40 Ford. Wide base rims are Buick mounted on '48 Ford centers. All these 3rd time around changes should bring Jerry good luck.





Bob Sanchez, noted auto customizer turned his —

ATTENTION TO A TRUCK

Right. A trucker's dream is the plush interior of Bobby's pickup. A complete roll and pleat job was done in gold tone Naugahyde. Modified dash houses Stewart-Warner gauges except for '58 Chevy Corvette speedometer.

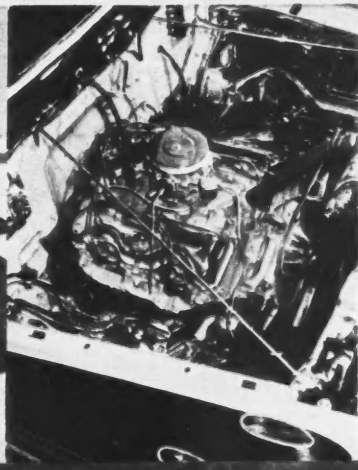
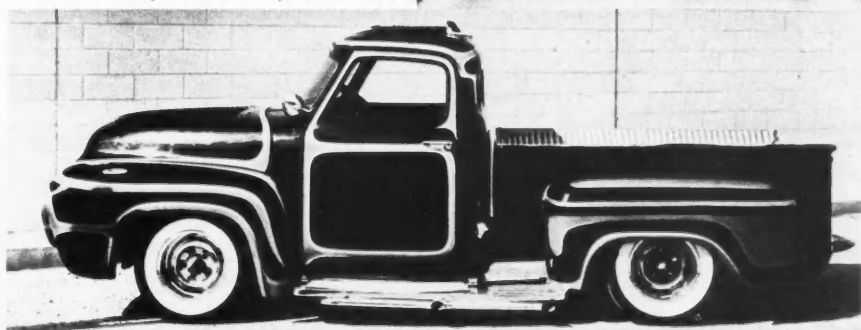
Left. Bob Sanchez, builder of many custom cars at his shop in Albuquerque, N.M., has come up with this wild '54 Ford pickup. Recessed grille made of chrome mesh is decorated with black plastic wire nuts. Front bumper has been removed, and pan rolled. Headlights are canted quads.

Above right. Chosen as one of Car Craft's top ten of the year, pickup has also walked off with many top trophies. Paint is black with Matador red and gold scallops. Lowering was done with a 3" dropped axle front, 15" wheels.

Right. Plush bed is also done in gold pleated Naugahyde with orange rug on floor. Tail gate has been molded in and rolled. Taillight housing is from '53 Chevy speedometer bezel, Dodge and Cad lens.

Far right. Mill is stock '58 Chevy mounted to a '59 Chev 3 speed tranny. Compartment features many chrome goodies. Rear fenders are from a '55 Chevy pickup.

Roof has been chopped 4" and sports a pair of '57 Chevy hood ornaments, 39 louvers, 4 dummy air scoops plus 2 scoops on each side of cab. Hood is also punched with 240 louvers. Rear end is lowered by remounting springs under rear axles. Tire are 7:10 x 15 all around.





here's
how:

A QUICK BLINKER SWAP FOR 'BIRDS— FOR ONLY \$15

IF YOU OWN a '55 or '56 T-Bird, and have an extra fifteen dollars burning a hole in your pocket, and would like to make a simple change in taillights other than the usual Mercury ones, then this is just for you. The '60 Dodge Dart unit is sharp with its peaked and chrome housing, and practically bolts right in. It takes only a few tools, and a minimum of time and work to install these dressed up lights on your Bird. They are something new and different, and will give your Bird that little extra touch of glamour.

Actually the swapping of taillights of many cars is very easy. All you need is a ruler to measure the diameter of various lights to see if they match the old unit. For example, not only will the '60 Dart light fit '55 and '56 T-Birds, but it will also fit '55 to '57 Ford passenger cars, and '59 Buicks. With slightly more work it will fit the '59 Ford by using a '58 Mercury headlight rim and mounting the Dart light in the center. This makes a nice swap for the '59 as not much has been done with this light because of its size. Well, if we've given you some ideas, let's start burning some holes in those pockets, and install the Dart blinkers.



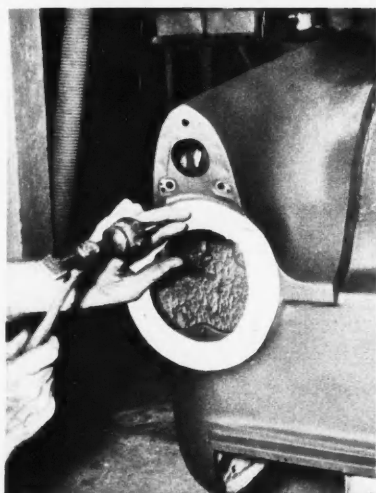
1. Remove complete old light assembly. If '55, change to '56 with back lights.



2. Make pattern of Dodge light, marking location of new holes to be drilled.



3. Carefully cut out pattern. This is necessary to properly align new light.



4. Center pattern on old light cavity, mark clearance, center punch holes.



5. Use hammer & dolly to work in edge of cavity to clear new light housing.



6. A concave grinding disc is used to change shape of b/u light to fit Dodge.



7. Grind carefully and slowly to make good fit. Keep checking while grinding.

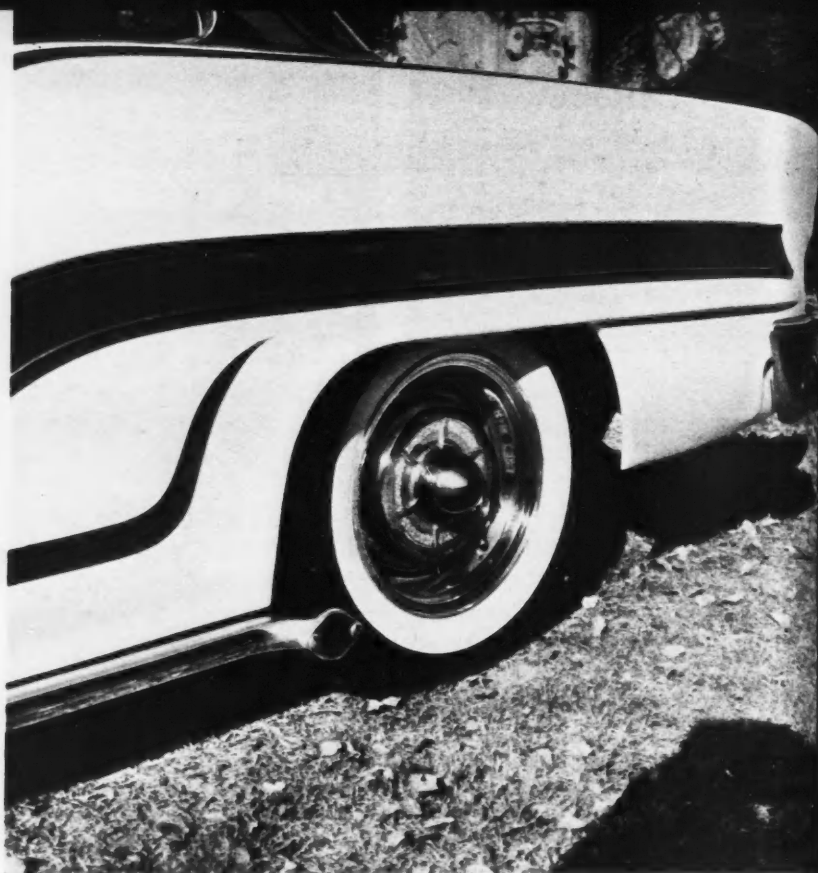


8. Job completed, Dodge light adds to good looks of T-Bird, and only \$15.

Photos by George Barris

here's how:

IF YOU HAVE A
FLAIR FOR "FLARES"
HERE IS A WILD ONE
FOR THE CHEVYS



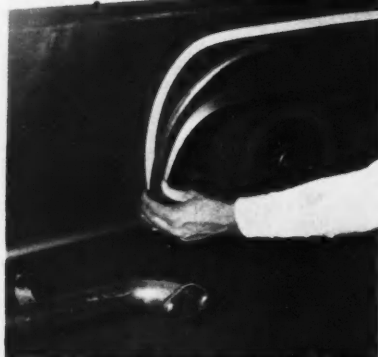
SCOOP — JUST OUT of our developing tanks are the complete photos on how to flare your fenders. This is the very latest design in fender flaring, and may be just the custom idea you need to pick up those extra show trophies. The wheel opening may be any shape desired, but the main idea is to carry the flare all the way back on fender panel, following the chrome trim or fender line. Different size tubing will determine the size of flare protrusion. This is a fairly simple custom job, but care should be taken not to overheat fender causing unnecessary waves. The only material needed, other than the usual body supplies is a few feet of tubing which should not cost more than \$8. Also for you fellas on a tight budget, and who do not have welding equipment, this custom feature could be done on your car by first bending tubing to shape, cutting fender, and have a local shop weld the pipe on for you. Then use fiberglass to mold flare. From our angle this is one of the nicest custom how-to's we've seen, as far as work and outlay of money is concerned.



1. Using masking tape, lay out shape of new fender opening. Car is '56 Chevy.



2. A tubing bender used to match design on fender. 1" tubing is used here.



3. From one fender make two tubes, check while bending for uniformity.



4. Cut out area to be removed from fender, grind clean with #24 open disc.



5. Next, clean up tubing, and clamp to fender tightly with as many as possible.



6. Braze tube to panel, keep clamped to avoid large warping of fender panel.



7. Now fit a section of tubing on back front edge of fender to get new edge.



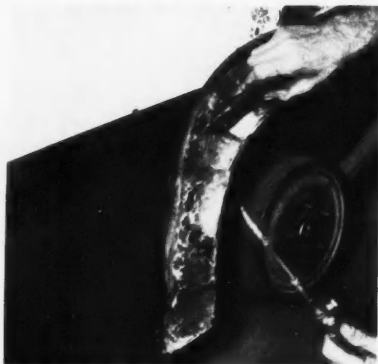
8. Use dolly and hammer to shape out all warped areas. Work carefully here.



9. Grind clean all brazed sections, and use rotary grinder to get all deep pits.



10. Next use torch to heat and tin with compound, wiping clean with dry cloth.



11. Apply a 70/30 lead combination to build up flare and form with paddle.



12. Use grinder to form concaves of flare, and then file it to perfection.



13. Feather edge painted areas with #220 wet paper, clean with metalprep.



14. After using metalprep wait thirty minutes, then prime heavily and paint.



15. Finished flare gives a distinctive look to a usually common fender well.

Photos by George Barris



Jim Sanders, who owns a custom shop in Memphis, Tenn., originally built this '59 Buick Invicta hardtop for his wife Jean to do the shopping in, but she had other ideas and uses car to bring home show and drag trophies, winning 24 last season.

BRINGS HOME THE

Originally meant for trips to the market, Jean Sanders' Buick now is a drag and show participant



The car originally a hardtop model, now has detachable hard roof. It took only 30 minutes to cut off, and over 30 days to fit it back on. Paint is Fire Gold Metallic lacquer especially mixed by Jim.

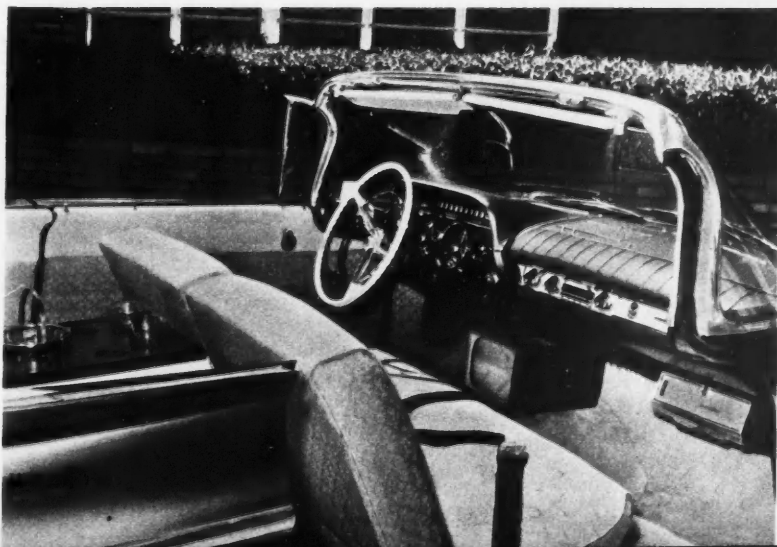


Front pan has been molded, uses floating tube type grille. Headlights are stock Buick except for added Lucas 3rd light. Front and rear bumpers are '59 Buick top bumper rail. Engine compartment features lots of chrome, with full balanced mill.

BACON

Taillights are made from solid clear Lucite with red backing. If you can't find them in picture they are in fin, and blend with deck chrome. Stock taillights are removed, and scoops built inside to house twin power antennas.

Electrically operated doors open into gold nylon covered seats, and white wool rug. Hi-fi, T.V., and bar round out interior. Tach is at left for drags. Jean's 1/4 mile time, 90 mph, 15:07.



Louvered stainless steel plate covers takes pipes. Rear wheel wells are welded up, with wheel being removed by jacking side frame rail until wheel drops enough for removal. Wheels are Buick.

Photos by Darryl Starbird



MTHE MODERN TREND

some fine ideas for those always on
the alert for the latest in customizing

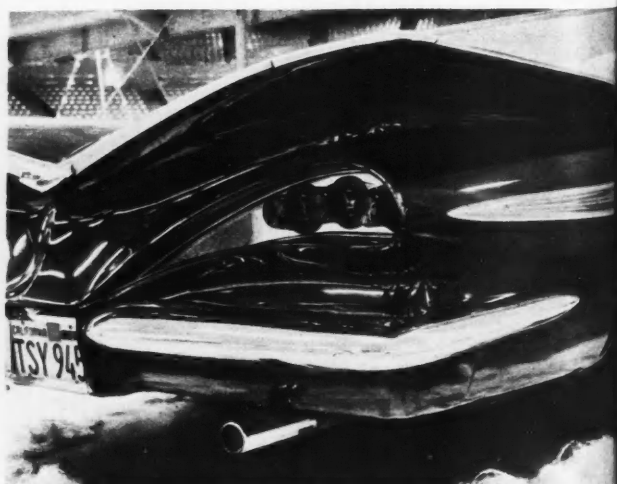
Above. Smooth front end treatment was given '59 Chevy by molding in hood and fender scoops. Headlights have been frenched, and a '58 Mercury concave grille installed. Bumper guards are removed for clean frontal appearance.



Completely restyled interior in this '40 Ford coupe features special molded in dash board, center console which houses radio, electric controls, and ashtray. Shift lever is mounted in the tunnel between individually contoured bucket seats.



A new approach to the restyling of the big taillights in '59 is this three light unit deeply recessed in frenched, hand formed tunnel. Chrome mesh grille is also used behind light.



On this '59 Chevy, taillight cavity has been tunneled and frenched in a sweeping curve extending into molded license plate frame. Taillights are mounted on stainless steel plate.

Another version of the '59 Chevy light has stock shape, but is covered to narrow opening for Cad lights mounted on chrome mesh grille. Rear pan is rolled.

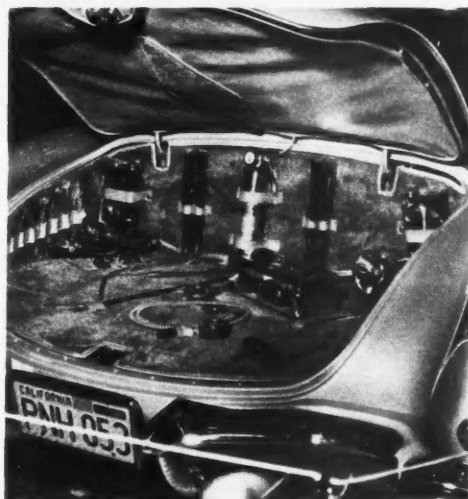


Modern look of '59 El Camino has tailgate half of light molded in and contoured to meet frenched dual '61 Merc lights mounted on chrome mesh grille.

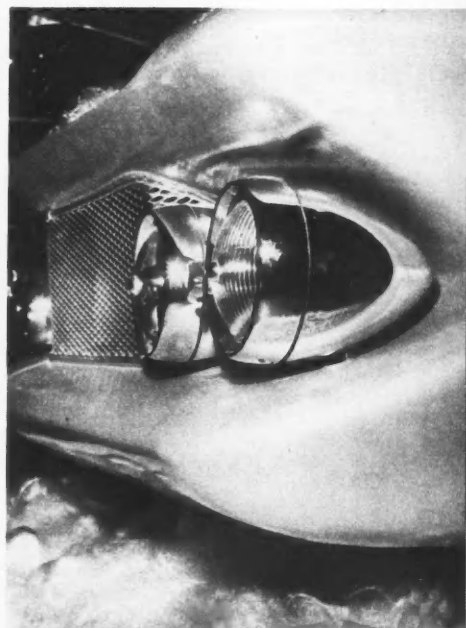


A very versatile taillight but seldom used is the '56 Corvette light. Here it is nicely mounted on a '50 Merc fender. Chrome ring is '57-'58 Chry. Imperial.

Beautiful show winning trunk on Corvette has rugged floor, Naugahyde headliner. Features chromed tools, safety equipment buttoned in place.



Another beautiful Corvette trunk compartment has spare tire mounted under clear plexiglass. Safety equipment, tools, first aid kit, chromed.

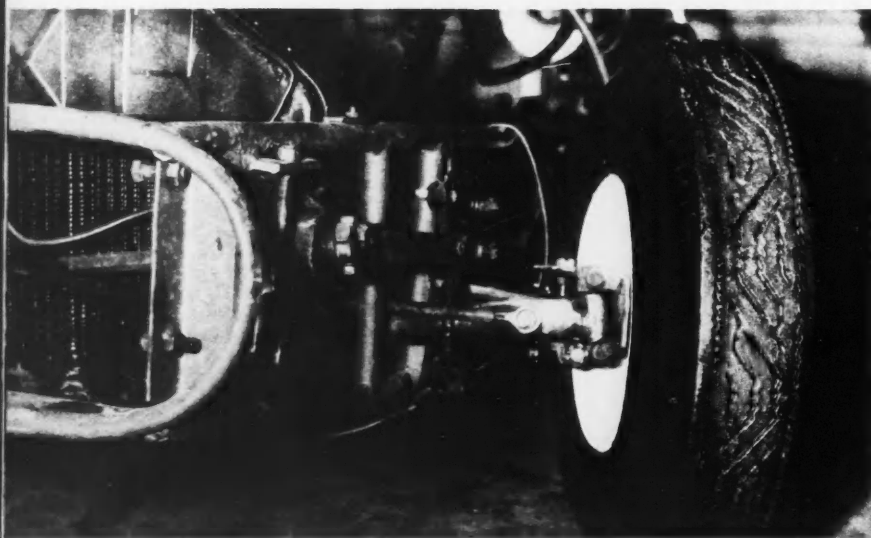
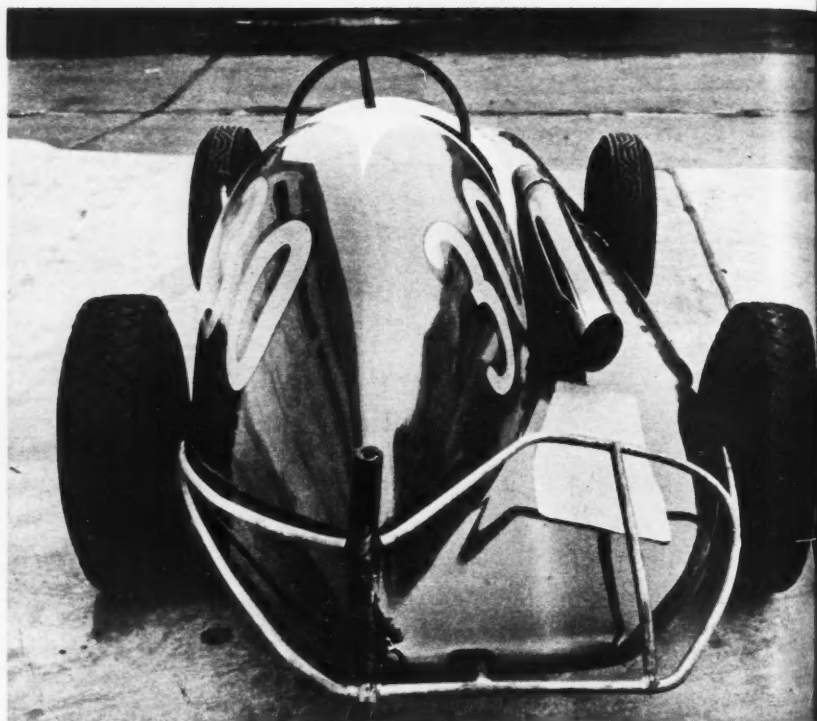


Filled hood and rolled front pan form cavity for the recessed dual individual headlights made from spun metal, use '58 Merc rims to retain Lucas lights. Grille is heavy chrome mesh and plastic.

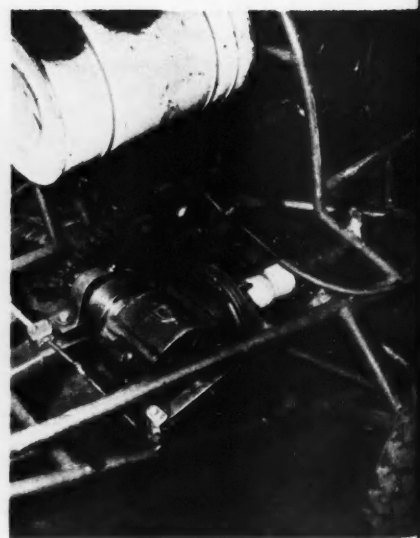
THREE-QUARTER TIME

Two Minneapolis
amateur car
builders construct
their own
3/4 midget racing car

Nicknamed "Dirty 30" by its builders Donald Block, and Robert Oppegard both of Bloomington, Minn. Entire car hand built by the two partners lacking many professional tools, did good job.



Cross torsion bars were made of hex stock to save machining spline, ends are mounted in ball joint. Tube axle uses Crosley spindles, steering is via '27 T Ford.

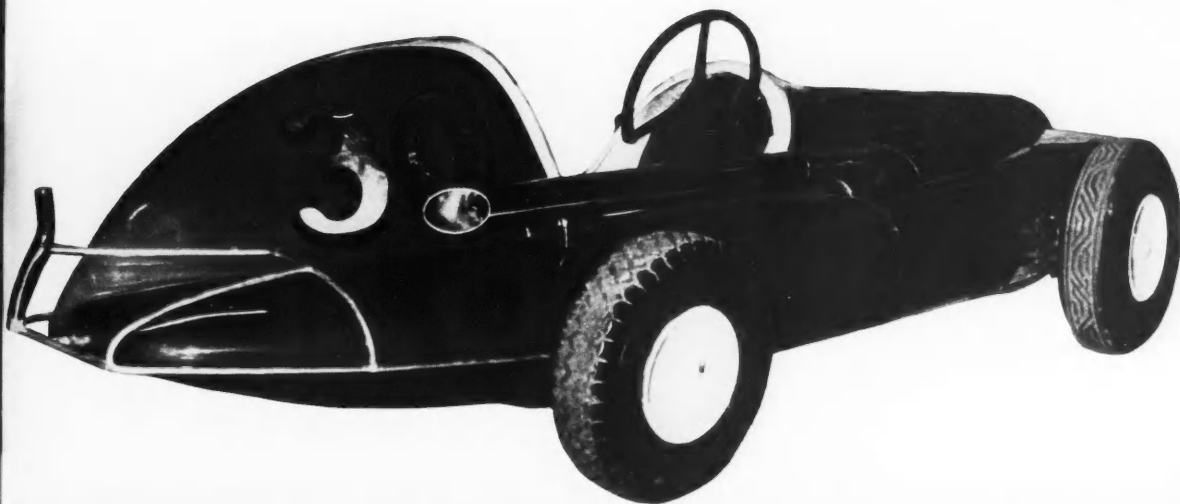
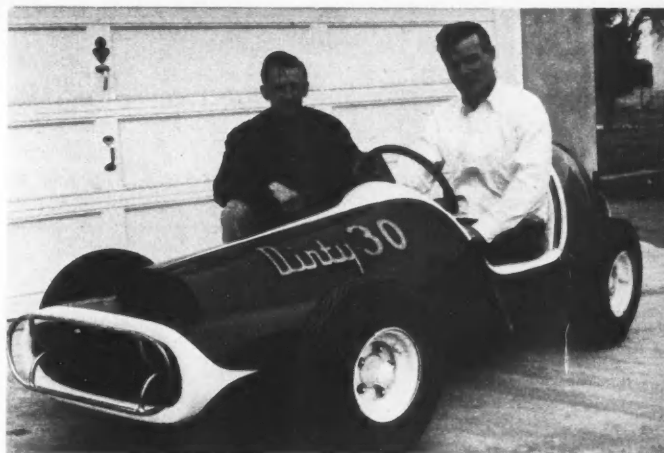


Drive shaft coupled to in-out type dog box which transmits power to locked rear via chain and sprockets. Sprockets changed to vary ratio. Axle is swing.

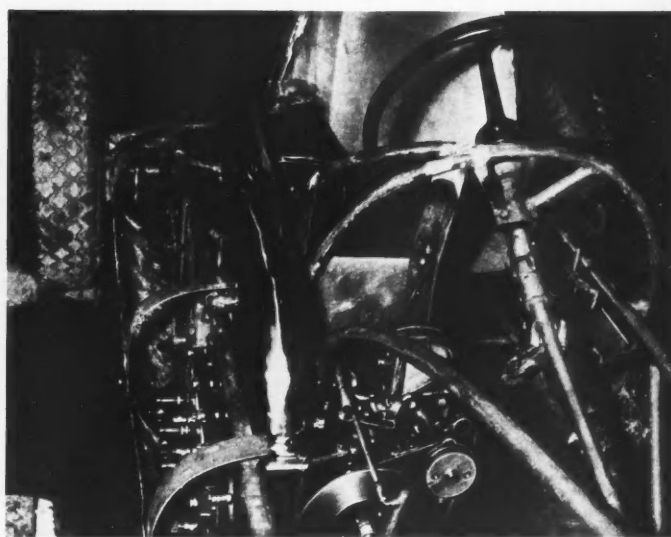
Photos by Jim Engler

Don (left) and Bob in drivers seat are shown with their latest car "Dirty 30". Sleek body was handmade from fiberglass. By doing all work themselves cost was kept to approximately \$800. Paint is Corvette red with white leather in cockpit.

Wild exhaust pipe is fabricated from 3" tubing. Wheel base is 57 inches with a tread width of 42 inches front and 39 inches rear. Narrow rear tread is experimental idea being tried by Bob and Don. Engine offset for low profile design.



Frame is constructed of $\frac{3}{4}$ " conduit tubing which gets its strength from geodetic bridge type construction. Radiator is cut down Ford truck. Total weight of TQ is only 440 lbs. Construction time was 18 months. Tires are 550 x 18 f and r.



Mill is four cylinder '56 Mercury outboard, displacing 30 cu. in., and an estimated 60 hp. Merc is modified with high compression pistons, ports enlarged and polished, and dual carbs. Flywheel has been lightened to 5 lbs. Ignition is mag.



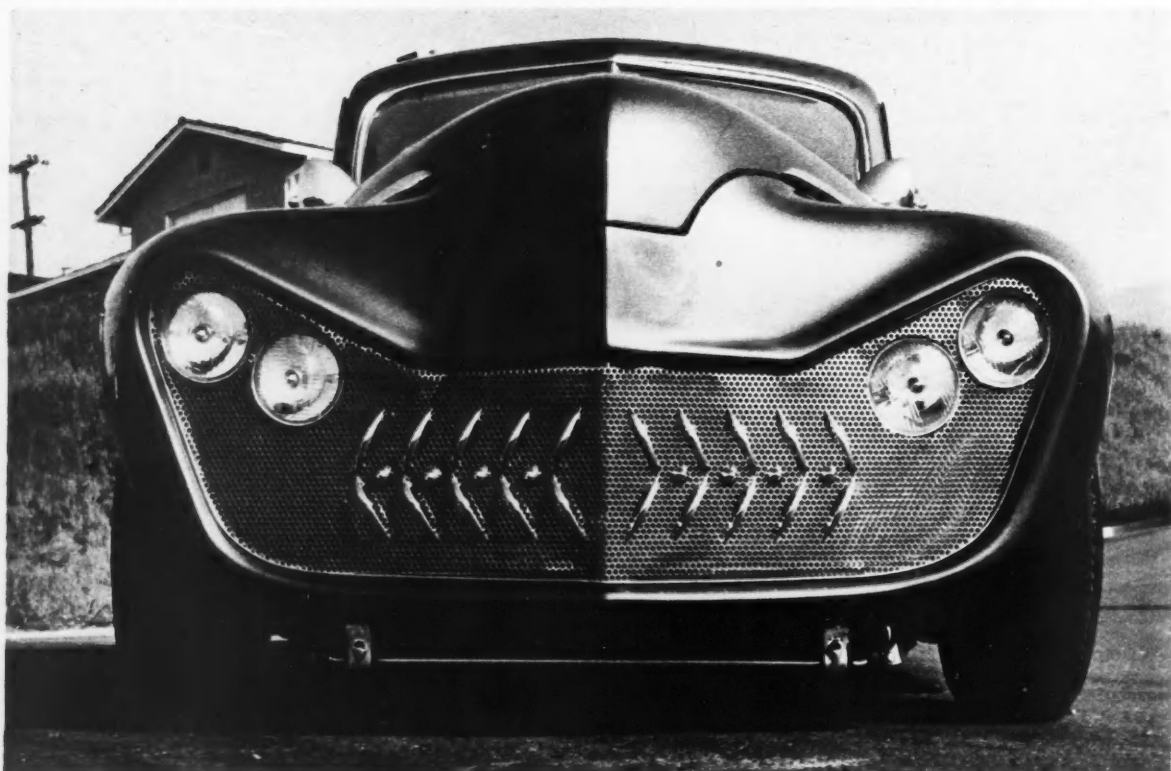
Photos by Al Lowry

something different

LOUIS STOJANOVICH'S
'47 PLYMOUTH

Modern Upholstery Shop in San Jose takes credit for rolled and pleated white Naugahyde interior, and white cotton rug. All window moldings, trim have been chromed. Steering wheel is bisected with bicycle hand grips covering cut. Phone is for show only.

Complete different front end styling is accomplished by molding fenders and center of hood. Canted headlights are set in chrome mesh grille decorated with draw handles and pulls. Pan hand formed, rolled. Chrome bar at bottom is sway bar.



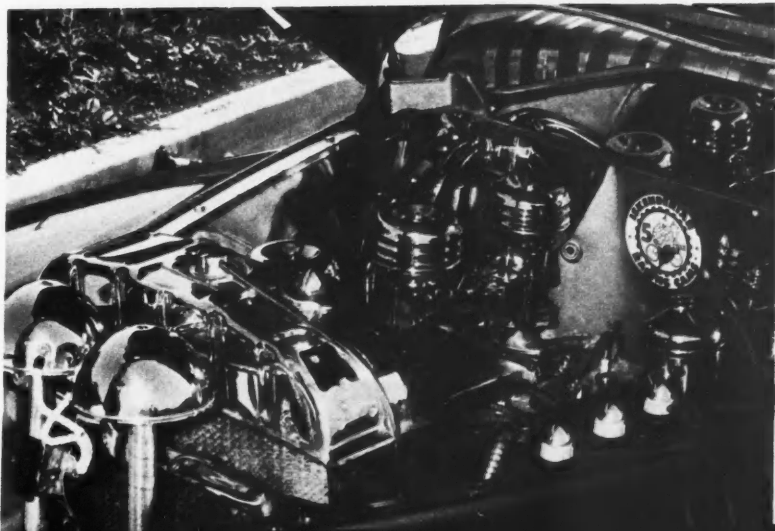


Custom work and Candy Tangerine paint is by Barris Kustoms. Lou, who lives in San Jose, named the car "Candy Coupe", he spent four years in building. Chrome reversed wheels with bullet centers.

Rear end has shaved deck with frenched license frame blending into rolled rear pan. Frenched taillights are '41 Ford with white plastic in center. Handmade nerf bars are chromed, as is much undercarriage. Lou's custom has a smooth appearance overall.



Mill is '54 Chrysler 6 bored, with Isky cam, Jahns pistons, Grant rings, Edmonds three-carb manifold. Heads are milled, ratio of 10:1. Ignition is Mallory. Car clocked 84:16 at 1/4 mile drags. The engine compartment also has many chromed features in it.

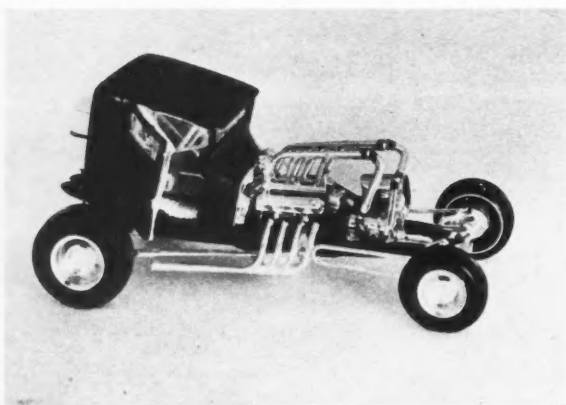


MODEL CRAFT

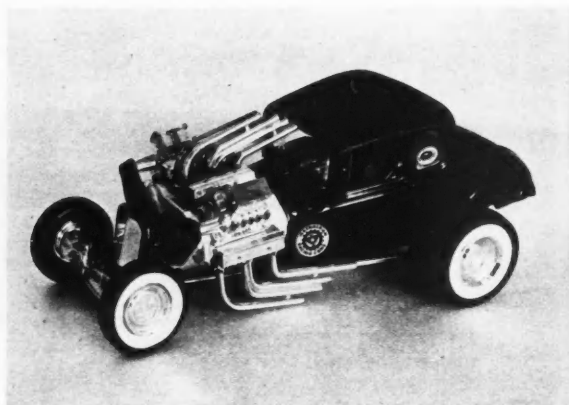
Miniature Model Cars, Hit
of Tridents International
Motor and Boat Show



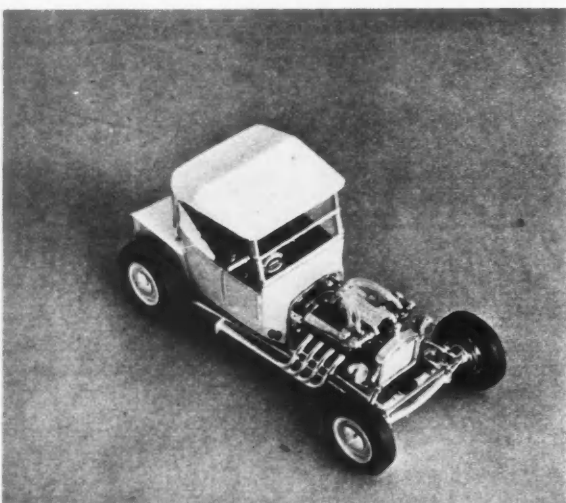
Shown are some of many model cars displayed in locked glass show cases along with the big cars at Los Angeles Sports Arena.



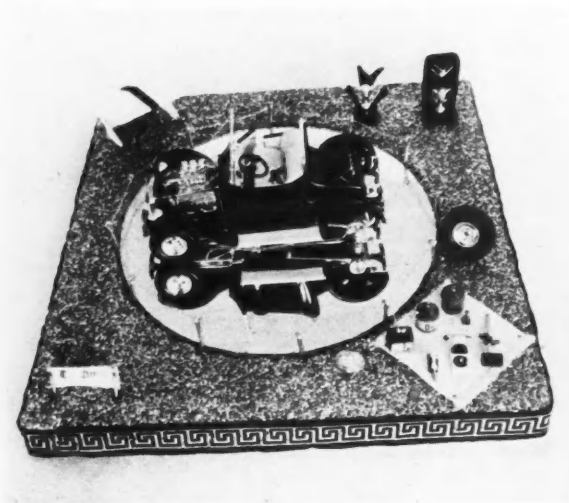
Hairy '25 T drag coupe entered by Rich Galhouse of Sierra Madre, Calif. Injected and blown mill has real wild pressure tubes running to engine. Upholstery is done in Corduroy.



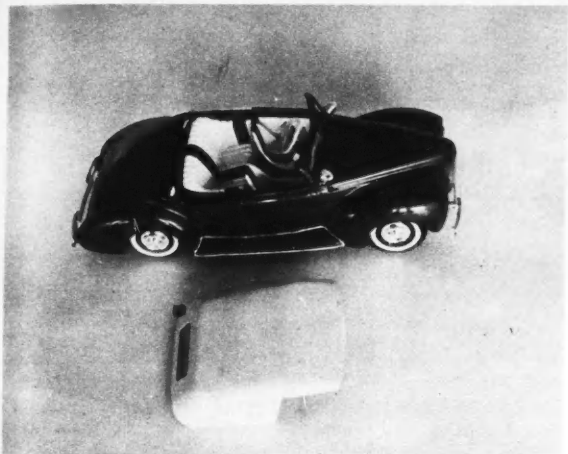
Beautiful '32 Ford Drag coupe is entry of Ronnie Thompson of Ventura, Calif. Features twin blown engines mounted side by side. Dual rear wheels give traction, front end is chrome.



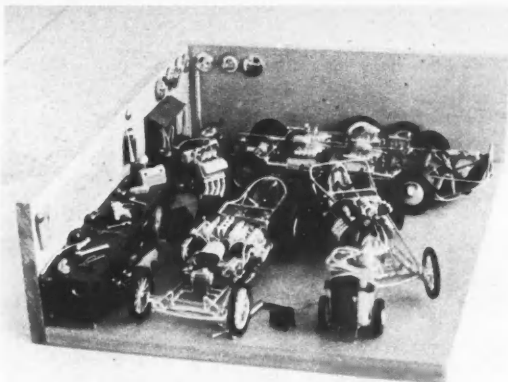
Donald Herman of Pasadena, Calif. entered very nice '25 T roadster. Paint is bright yellow with white top and tarp set off by much chrome. Note Latham blower and plastic lines.



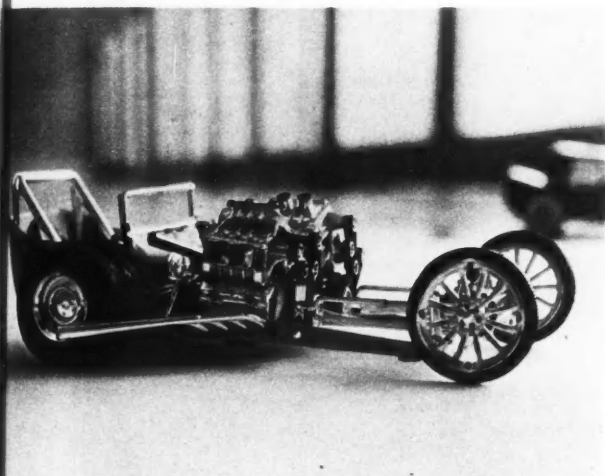
Ted Cosby of San Fernando, Calif., age 19, made full display for immaculate T roadster. Mirror reflects full chrome undercarriage. Note many details authentically reproduced.



Clean '40 Ford convertible, built by William Hime and sent all the way from Gettysburg, Ohio. Interior has been nicely done and features bucket seats and removable lift off top.



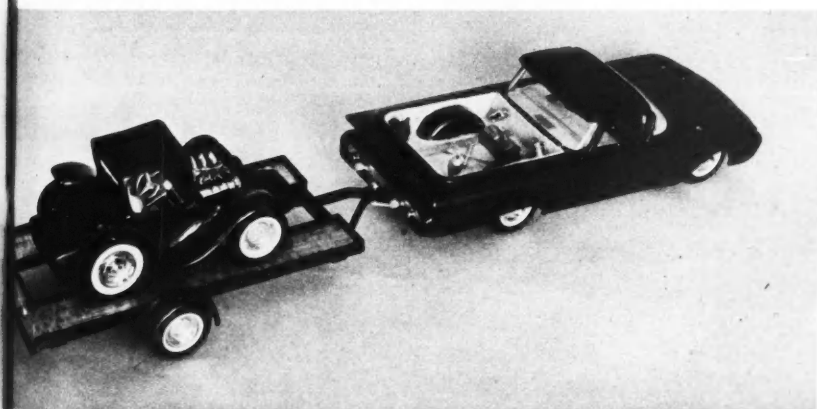
Terrific shop and dragster display was entered by Larry Hujo of Jefferstown, Ky. Four engined dragster is reproduction of Mickey Thompson's car. Note exactness of many details.



Donald Carpenter, age 15, of Manhattan Beach, Calif. built this twin Chrysler powered rail job. Features GMC blowers, Hilborn injectors, Lakes pipes, dual rears and cycle front.



Custom '61 Dodge Dart, entered by Gordon Foster, age 16, of Galesburg, Ill. Rear pan is rolled with Edsel taillights frenched in rear grille. Lakes pipes are frenched in fender.



A very neat combination of Chevy El Camino, trailer and show coupe was built by Gary Lewis of Maywood, Calif. El Camino has rolled pan and rear grille, corduroy upholstery and tool display. Wild little coupe has much originality and design.



Full custom roadster was entry of Dick Messner of San Diego, Calif. Features custom seat, wire wheels, tilt up top.

HOW TO RESTYLE

Landau Top for your model car

Photos by George Barris

Installing half top from '61 Buick kit on to '61 Ford, blanking rear windows.



1. First install the back tarp covering over recessed convertible top section.



2. Now fit Buick top to Ford body. Mark plastic to be removed for a good fit.



3. Mark off tarp section to be cut so that top will fit down into slotted hole.



4. Use an X-Acto knife to trim off excess material. Cut slowly for good fit.



5. Next trim excess material from top, bottom and sides. Again trim carefully.



6. Now shape design from edge of windows on material to be removed.



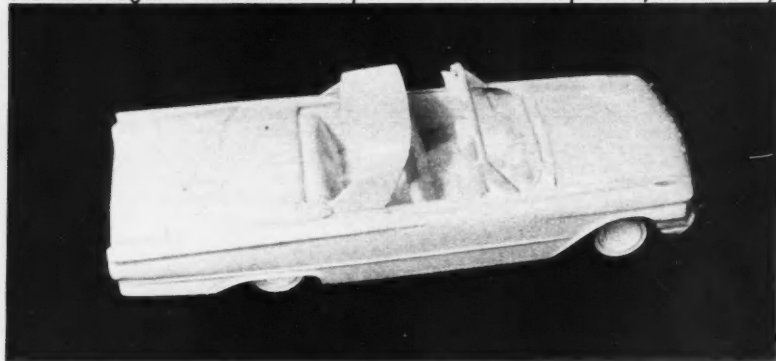
7. Use small saw to make cut, then file and sand edges to form smooth shape.



8. Glue and install inside seat sections and the rear tarp cover, allow to dry.



9. Apply glue to top and tarp section. Slip top into groove and allow to dry.

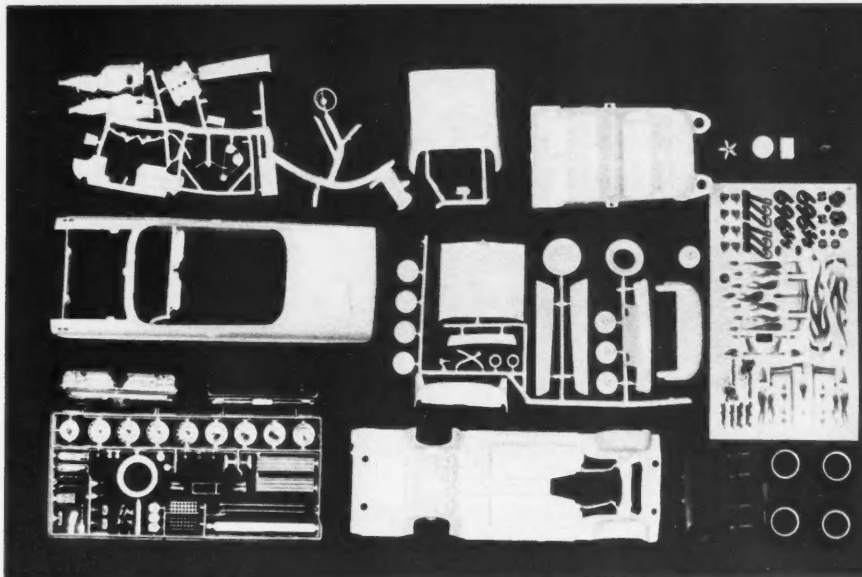


10. Finished car shows how neat the half or Landau top looks on the '61 Ford kit by A.M.T. This is a real custom car feature and only takes a little time and work.

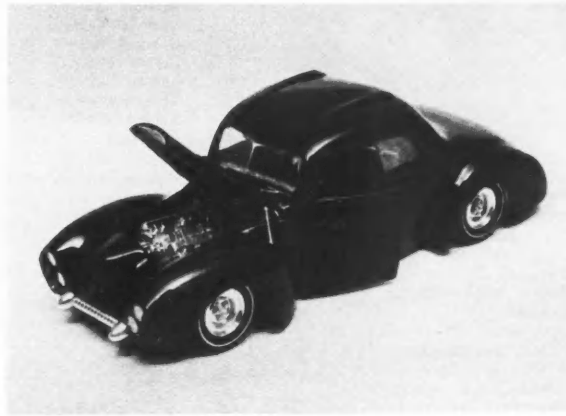
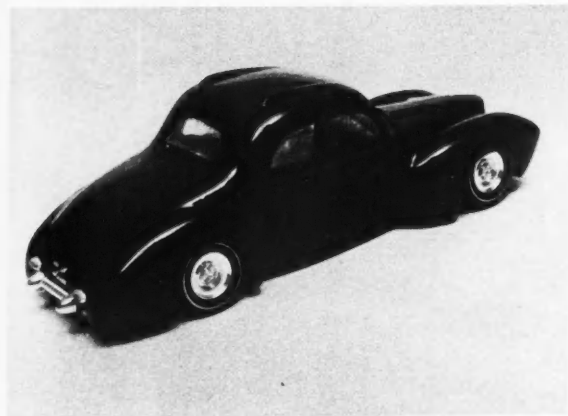
MODEL CRAFT



New KandyKolor spray bomb by A.M.T. Includes base gold, choice of top color.



Also new from A.M.T. is the custom '61 Pontiac kit. This kit has many custom parts that may build into car or swap. Includes several custom grilles, lights, rear pan.



This real wild '40 Ford coupe was built and sent in by Bob Rollins of Janesville, Wisc. Using A.M.T. kit for starter, Bob channeled the body and then had to add plastic to the bottom of the fenders to match lower body line edge. The hood was sectioned, and fenders molded in. Grille and front fenders also molded with plastic. The door pillar is removed to form victoria roof. Wheels are 13" Falcon Ranchero, grille is '61 Ford, dash and bucket seats are T.



IN CONJUNCTION WITH our proposed classification rules (as explained in the July '61 issue) is the need for a uniform judging system. The judging at each show varies to the extent that the contestant doesn't even know what his car is being judged on. A top car that has been winning first place all of a sudden finds himself taking only second or thirds, not because his car has deteriorated, but because each judge values different modifications more than others. This is also true in reverse, a car that has not been placing or taking only thirds may not be recognized for the work that has been done. Because of this situation we have worked out a Ten Point Judging Plan, and referral sheet for judging detailed work and tie breaking. These points are maximum to be given for outstanding work, and should be scaled down from there. In addition so that each car will be judged according to the work done, and a modification not be missed by the judge, each contestant should be given a referral sheet without the points marked on it to check off modifications made.

MODEL CRAFT

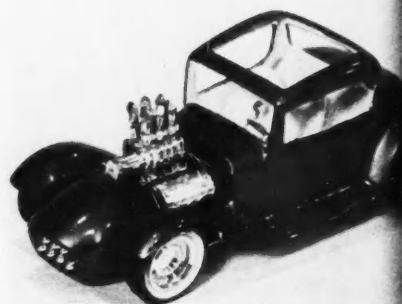
TEN POINT JUDGING PLAN

1. BEAUTY	10
2. WORKMANSHIP	10
3. INTERIOR	10
4. PAINT	10
5. ORIGINALITY	10
6. ENGINE	10
7. UNDERCARRIAGE	10
8. SAFETY	10
9. TRUNK	10
10. JUDGES OPINION	10
TOTAL POINTS	100

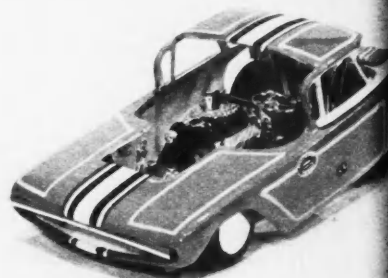
REFERRAL JUDGING SHEET

CUSTOM WORK	MAX PTS	UNDERCARRIAGE	MAX PTS
Nosed	1	Painted	2
Hood alteration	2	Lowered front	1
Decked	1	Lowered rear	1
Door hinges	1	Chrome axle	1
Headlight change	6	Chrome rear	3
Headlights frenched	4	Chrome steering, shifting	2
Taillight change	6	Chrome shocks	2
Taillights frenched	4	Chrome transmission	2
Grille modification	10	Chrome drive shaft	2
Grille change, complete	15	Chrome brake housing	2
Fenders frenched	5	Dual pipes	2
Fenders extended each	2	Cut outs	2
Altered skirts, wheel wells each	2	Dropped axle	1
Altered side molding	4	D-Arched springs, coil or leaf	4
Air scoops	2	Cut coils	2
Chopped top	20	Stabilizer bars	2
Channeled	20	Side pipes	2
Sectioned	20	Judges opinion	5
Altered front bumpers	4	SAFETY	
Altered rear bumpers	4	Gas, oil, water can	3
Frenched gravel pans each	4	Windshield wipers	1
Rolled pans each	4	Other safety equipment	8
Altered hubcaps	1	Glass	1
Paint	3	Inside mirror	1
Paint translucent	6	Outside mirror each	1
Pin striping	1	Safety belts	1
Bed alteration	5	Flares	1
Top alteration	10	First aid kit	1
Flames or scallops	5	Fire extinguisher	1
Reversed wheels	4	Reflectors	1
Chromed reversed wheels	6	Judges opinion	5
Round corners, hood doors, deck, each	2	ENGINE	
Bolt on accs., spots, added lights, antennas	10	Painted	10
Frenched or sunken antenna	4	Chrome	10
Extra body items	10	Engine change	10
Judges opinion	5	Wiring	10
INTERIOR		Multiple carbs	7
Interior change	3	Exhaust headers	5
Flat naugahyde complete	4	Blower	10
Headliner	4	Other equipment not stock	10
Tuck and roll complete	5	Judges opinion	5
Custom mats, each	1	COMPETITION	
Interior chrome	4	Bellhousing shield	5
Dash, steering, knobs	3	Safety belts	2
Upholstered trunk	5	Roll bars	5
Wheel covered	2	Fire extinguisher	1
Tool display	2	Painted undercarriage	3
Safety display	3	Chrome undercarriage	10
Extra items, TV, phone, etc.	10	Push bar	2
Underbody upholstery	6	Brakes,— shoe	3
Judges opinion	5	Brakes,— disc	5
		Judges opinion	5

Competition class also includes undercarriage and engine, plus any other added items.



Bob Bolton of San Diego built this '32 competition coupe from an A.M.T. kit. Body is channeled, fenders molded.



Barry Olsen also of San Diego used '60 El Camino A.M.T. kit for custom pickup. Body has been shortened, top chopped.

AFT



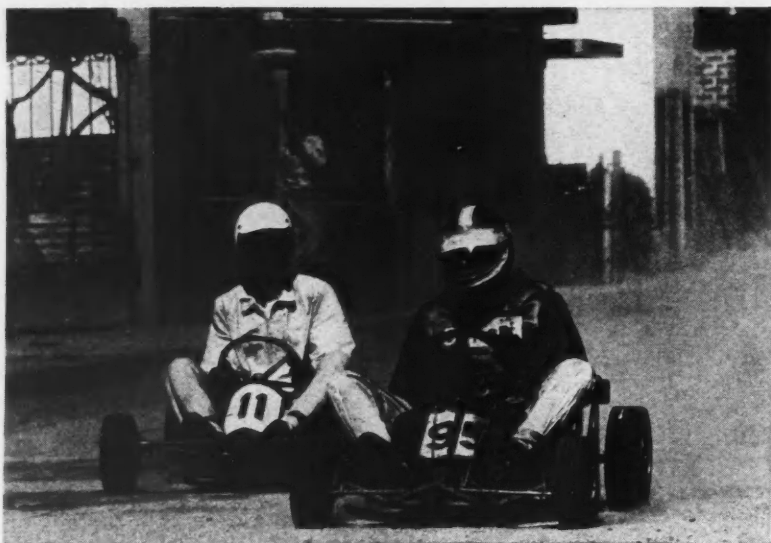


*One Hundred and Three Kart
Drivers Will Tell You That
The 2nd Annual Internacional
Grand Prix de Tecate Is The
Toughest 100 Mile Kart Race
In The World*

THE FIRST FEW karters appeared in Tecate, Baja California, on the afternoon of May 19th in preparation for the running of the second annual 100 Mile Grand Prix de Tecate, the most rugged kart road race ever conceived, to be held on Sunday, May 21st. This initial group made their way into the hills surrounding this otherwise peaceful Mexican village, to get any last minute bugs out of their engines with tune-up runs on a seldom used air strip. Spark plug changes and considerable jet adjusting was the order of the day as most of the karters were from near sea-level towns where the air density was much greater.

Tecate, Mexico, first came into prominence as the enduro capital of karting when Jerry Bielke, of West Covina, California, staged the first running one year ago. Since that date, karters the world over have been quick to recognize how important enduros can be when it comes to proving equipment and giving everyone a real chance to go karting. Though many other organizations are holding 50, 75, and 100 mile endurance races, it is unlikely that any will surpass Tecate for sheer ruggedness. This is a one-of-a-kind road race that takes karting through

RIDE 'EM YANQUI



Charging down one of the many dirt side streets is our own Assoc. Editor of Car Craft, Bill Neumann, #11, who drove an Arcadia Kart to first place in "A" Stock class. Duffy Livingstone #95 flipped earlier, managed to keep going and finish.



Main street of Tecate provided long straight where some of the powerful twin engined karts hit 90 mph. Disabled karts were common sight along course.

A cool drink of water was worth its weight in gold during race due to the heat and heavy dust. Karts would slow momentarily by pits to pick up water.



Burning up back alley is Wendell Shipman, #84, eventual class and overall race winner. Wendell drove flawless race completing the 100 mile 75 lap event in 2 hrs. 43 min. Behind is Bob Bosmer #3, Azusa, Calif. Bob took third spot in "A" stock.

chicanes along a broad street, up and down rough side streets, and through a series of sand and gravel, pock marked, alley ways. Tecate Club corner took a small toll in karts, one being Jimmy Yamane's McCulloch kart when he lost his brakes after leading the race for about half the distance. Another name that will be long remembered is Chicken House corner, a bumpy, sand strewn turn that played havoc with air filters and chains. The finishing results of this 1961 100-miler will bear this out.

Of 103 starters only 35 were still in competition when Wendell Shipman, 18 year old Compton, California, karter, took the checkered flag with his single MC-6 powered "B" kart. I say "B" because he blew one engine many laps back, then had to depend on this one engine to carry him through in a field that was half "B" and "C" karts. Though Dick Connors, Lancaster, California, crossed the finish line (also completing 75 laps) right on Wendell's tail, Shipman still held a 20 second lead over second overall winner Connors in his twin West Bend 700 powered Go Kart. This was due to the staggered starts made at 10 second intervals. Considering the race ran for 2 hours and 43 minutes, this 20 second lead was quite narrow. This is where those unnecessary pit stops for thrown chains, fuel, welding, replacing wheels, etc., can spell defeat.

An enduro race the nature of Tecate is first designed to provide lots of karting fun for all, giving the entrants racing that can be found nowhere else. Second, and perhaps just as important, as the name implies, it is an endurance race, designed to bring out any weaknesses in man or machine. Though all who competed for any length of time were far from being "as fresh as a daisy" when they finished, most fared better than the equipment. It would be impossible to determine how many chains were tossed, not broken, due to flexing of frames and axles caused by the numerous holes and bumps in the course. Or how many front-ends were washed out due to too many two-point landings. Though many of this year's entrants were repeat performers, and came prepared for the big border bash, quite a few were left standing by the wayside for any of a number of reasons. Yes, Tecate is a real test for karts and engines. It is not hard to realize that if a kart chassis could withstand the beating doled out at Tecate, it would safely give many years of karting use on local tracks. This is an important feature, for where there is dependability there is safety.

Cub Lyon, the 1960 winner, was forced out late in the race due to an

Bill Woolard, #92, and Jim Yamane, #41, round "Chicken House Turn," this real rough one was full of holes, bumps and deep sand. Many of the karters were wiped out on this stretch. Jim wrecked his kart on the Tecate Club wall when his brakes failed while coming down the long road; Bill took 2nd in class C.



earlier mishap. Having settled in a "groove," Cub struck a haybale in one of the chicanes which resulted in his hitting a nearby curbing, bending up his front end. The bale has been moved following an earlier mishap with another kart, and Cub approached the chicane at the same speed he had prior to this incident. He stated that the opening was tighter and he was just on it too hard. After having his front end straightened out and re-welded in the pits he repeatedly had trouble as the axle just couldn't make it. This weakness was compounded by his running four inch wheels up front,

lessening that needed ground clearance. Like so many others, he won't make this mistake again next year.

A familiar scene in the pit stretch were the crewmen throwing lemons into the laps of drivers as they sped by. Plastic catsup dispensers filled with water were also in evidence as the karters tried to quench their thirst as they roared up and down the dust filled alleys.

The only repeat winner this year was petite Faye Pierson, the little lady from Bug Engineering out Azusa way. Piloting a Bug Scorpion fitted with a single MC-10, Faye breezed through 68

laps when the race came to a close. This brought her into fifth overall position, very well indeed in a field dominated by 89 men.

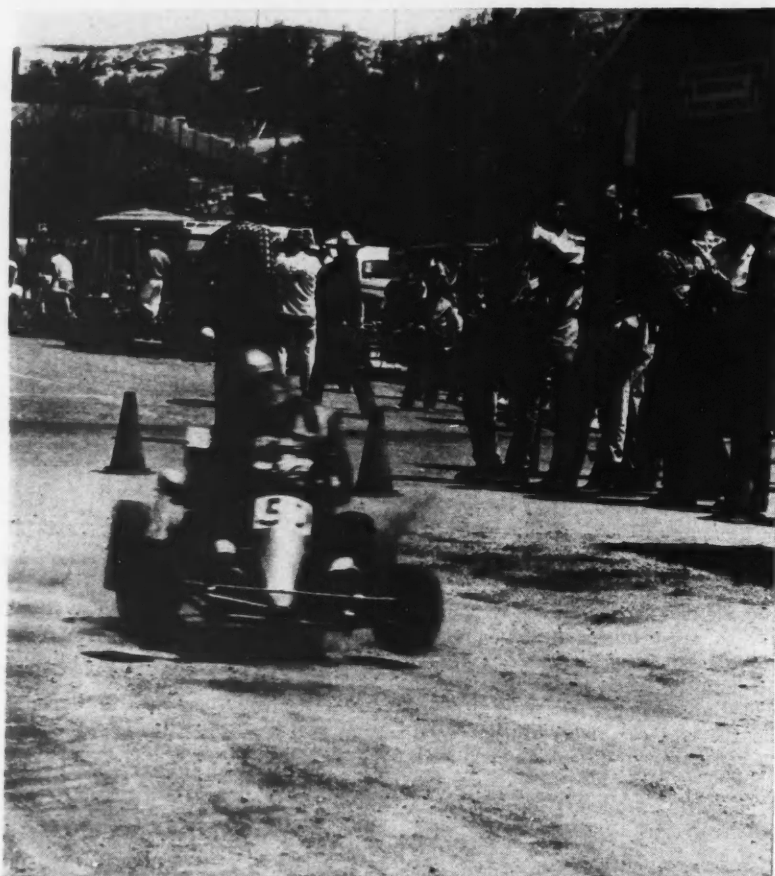
One relatively new item in the karting world that saved the day for many was double row chain which uses two sprockets in place of the conventional single. The double drive lessens the load on the rollers and sprocket teeth thereby increasing the available amount of horsepower to drive the rear wheels. This also means longer chain and sprocket life. In the case of Tecate it also meant less pit stops. I earlier men-

continued



With wheels off the ground Marlin Northrup #44 rounds rough turn, finished 2nd in "B" Super class on McCulloch kart. Faye Pierson, #60, from W. Covina, Calif., took first in "A" Super and "A" overall, shutting off the men.

Left. Another member of our family to race at Tecate was Larry Hester, advertising manager of Kart Mag. Larry who won 3rd in C class, is just about to bite lemon passed by pit crew to quench thirst. He also lost chain ran one mill.



Flying through the air with the greatest of ease, but what a landing, is young Chris Montgomery, Cal., on Bug "A" Super. Leaving pavement at Tecate Club corner and bouncing through holes gave everyone concerned a pair of injured feelings.



Immediately following 100 mile road race at Tecate, Wendell Shipman no sooner pulled into pits when he was mobbed by enthusiastic fans. 18 year old Shipman piloted Bug Scorpion kart to victory.

Right. The special youth race proved to be as exciting as adult classic. Charging thru Chicken House turn are Louis Lay in Arcadia kart, winner of A stock, and (right) Lew Sawade who placed second.

tioned chains being thrown due to axle flexing, a problem that was encountered by many. Those who used the double row chain seldom experienced this problem because of the additional width of the chain and reduced whipping brought on by the added weight. One karter ran double sprockets but had two single chains. Of course, when one chain came off, the other was lost when they decided to tango. Another case where chain dependability could have paid off handsomely was Dick Day's, ye old CAR CRAFT Magazine editor. Dick lost chains no less than nine times during the race, causing him to lose a tremendous amount of time replacing them. He finished fourth overall with 71 laps and took a first in class, being four laps ahead of Marlin Northrup of Hawthorne, Calif., who also piloted a new McCulloch kart.

Dick Connors, eventual winner of "C" class with his West Bend powered Go Kart, came out of Chicken House turn into the straightaway right on the heels of Wendell Shipman as they took the checkered flag one-two. Both drivers were on their final lap and were driving so close during the previous remaining laps of the race that the crowd was going wild. When both drivers returned to the starting grid after they completed another lap both were swarmed over by admiring pit crews and spectators alike. Such a fin-



Walt Daniels (74) blasts out one of alleys onto the main stretch followed closely by ye old Car Craft editor, Dick Day. Walt's Ken Kart, like a few other karts, is suffering from toe-in-itis. Day, driving a McCulloch kart ran 4th in overall standing with 71 laps to his credit, won "B" Super.



ish has rarely been equalled before in karting.

Whereas a majority of the karts entered were pretty healthy in the weight department, either in stock form or by remodeling for Tecate, Arcadia Karts appeared with their light-weight sprint jobs. The winning "A" Stock kart driven by Bill Neumann, Glendale, Calif., (and Associate Editor of CAR CRAFT Magazine) was one of these light-weight machines, weighing out at only 79 pounds complete with MC-6

engine. Bill racked up enough laps to bring him in first though he piled up just one lap before the race ended. He, like many others, suffered from brake failure which finally brought about his demise. The course featured 18 points where braking would be a necessity if your engines were right on. Add to this the grueling punishment handed the karts and it is not hard to visualize why so many failed to greet the checkered flag.

Though Tecate took its toll in karts

and parts, it is a challenge to all, drivers and manufacturers, to return again next year and try again to be first across the line when the checkered flag drops. To the karting fraternity, a race of this nature is likened unto the Matterhorn in Switzerland. Many have tried to ascend its walls, but few have succeeded. This is the case for Tecate. There can be but one winner, and he must "drive" hard all the way, because on his tail are a hundred plus enduro hounds barking up the same tree.

TECATE RACE RESULT

JUNIOR EVENT

25 Miles

A STOCK	
Louis Lay, Rialto, Calif.	Arcadia Kart/MC-6
Lew Sawade, San Diego, Calif.	Ala Kart/WB-580
Charles Swank, San Diego, Calif.	Ala Kart/MC-6
A SUPER	
Greg Borrow, Monrovia, Calif.	Ala Kart/MC-10
Brad Wiebert, Burbank, Calif.	Bug/MC-10
Pug Gutridge, San Diego, Calif.	Ala Kart/MC-10

OVERALL WINNERS

Greg Borrow
Louis Lay

MAIN EVENT

100 Miles

A STOCK	
Bill Neumann, Glendale, Calif.	Arcadia Kart/MC-6
Kent Rodgers, Pasadena, Calif.	Go Kart/MC-6
Bob Bosmer, Azusa, Calif.	Go Kart/WB-580
A SUPER	
Faye Pierson, West Covina, Calif.	Bug Scorpion/MC-10
Stan Van Spange, West Covina, Calif.	Ala Kart/MC-20
Jack Perry, West Covina, Calif.	Go Kart/MC-10
B STOCK	
Wendell Shipman, Compton, Calif.	Bug Scorpion/2 MC-6
Ron Crossno, San Bernardino, Calif.	Arcadia Kart/2 MC-6
Nob Araki, Fresno, Calif.	Go Kart/2 PP AH58
B SUPER	
Dick Day, N. Hollywood, Calif.	McCulloch R1/2 MC-20
Marlin Northrup, Hawthorne, Calif.	McCulloch R1/2 MC-20
Don Cameron, Downey, Calif.	McCulloch R1/2 MC-20
C CLASS	
Dick Connors, Lancaster, Calif.	Go Kart/2-WB-700
Bill Woolard, Azusa, Calif.	Go Kart/2-WB-700
Larry Hester, La Canada, Calif.	Fox Kart/2 PP-AH82

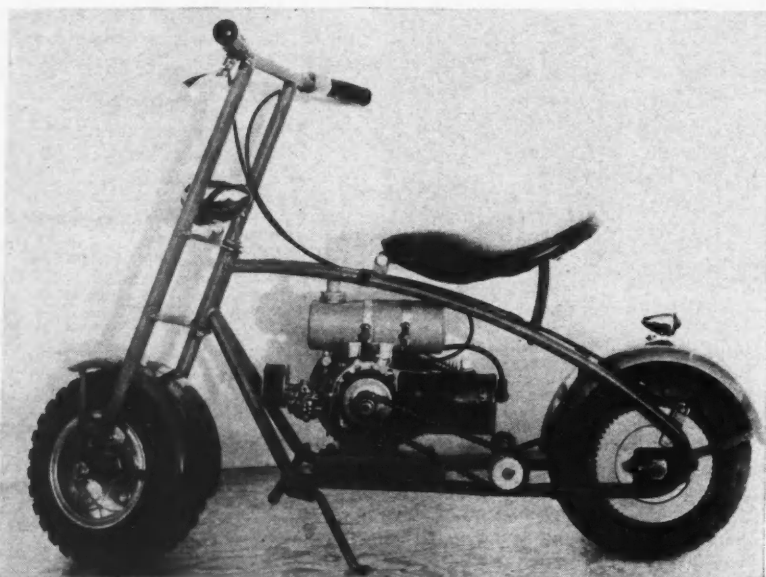
OVERALL WINNERS

Wendell Shipman
Dick Connors
Ron Crossno
Dick Day
Faye Pierson
Nob Araki

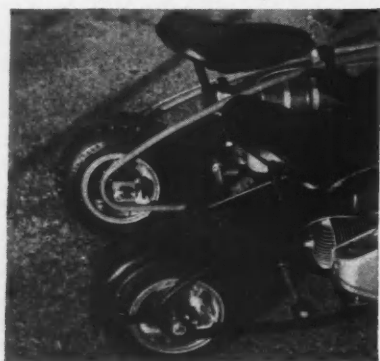


SAVAGE

Berkeley Engineering's latest entry in the Mini-Bike field



Legal road equipment for the Savage includes taillight, headlight, and tiny generator to power them, is optional for \$12.00 extra. Kick stand is standard item.



Fenders are a real handy item when the going gets sloppy. Front and rear is also optional for \$12.00. Spring loaded motor cycle seat makes for soft ride.

The Savage bike rode well on all types of terrain, from rocky slopes to grassy meadows. Seating position and handle bars offers ample room for long legs.

Transporting the Savage will be easy with dimensions of 30" height, 45" length, and weight of only 65 pounds. Mini-Bike fits easily into car trunk, trailer, camper, handled by 1 person.

Photos by Lee Oertle



SOME UNUSUAL innovations have been designed into the newest mini-bike, tagged the SAVAGE by its builder. The frame, made of heavy-gauge tubular steel, sweeps gracefully back in gently flowing lines on a 34" wheelbase. Overall length is 45"; height, 30"; weight 65 pounds. Three design factors give the SAVAGE an unusually cushioned ride:

- 1—The 4.10x6" knobby balloon tires on ball-bearing wheels.
- 2—Spring-loaded front fork assembly, neatly concealed up inside fork tubing, and fitted with grease zerks.
- 3—The motorcycle-type, contoured saddle seat. This firm, comfortable seat is also spring-mounted.

Little touches like the motorcycle seat really help on rutted back trails. The thin wedge of foam offered as a seat on some other bikes, can leave the rider feeling as though he's just been "run out of town on a rail" after a rugged back-country trail!

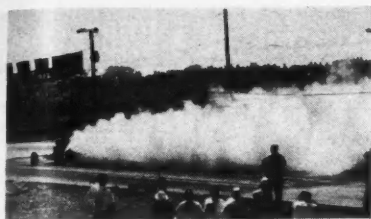
Another practical item for an extra \$12 is the fenders. Why all bike manufacturers don't offer them is a mystery. One bare-tire run through waterhole or ditch can mud-stripe shirt and levis in seconds!

Throttle and rear-wheel brake (internal expanding) are both operated with motorcycle-type controls on handlebars. Steering and cornering the SAVAGE is easy, since handlebars are high enough to clear the knees of a long-tall rider.

For the legal-eagle, headlights and taillights, complete with tiny generator to power them, can be had for another \$12.

Standard power offered is the Clinton 2½ hp, on the Savage, and a V-5, 580 West Bend on the Super-Savage. Kick-stand is standard. Other power available on request. Prices range from \$179 on the Savage, and from \$229 on the Super-Savage. Jack-shaft driven.

This bike handles well over all types of terrain, has smooth good looks, and is priced competitively with other makes. It looks like a winner. Available from SAVAGE Scooters, El Monte, Calif.



GET SET FOR THE BIG GO AND THE BIG SHOW

THE YEAR'S BIGGEST
DOUBLE FEATURE

THE NATIONAL HOT Rod Association has announced that the third annual National Championship Custom Car Show will be held again this year in conjunction with the 1961 National Championship Drag Races as it has in the past. The National Drags and Show will be at Indianapolis, Indiana, on September 1, 2, 3, and 4th. The Big Go will be the 7th Annual National Championship Drag Races, and will be held at the Indianapolis Raceway Park which is Northwest of Indianapolis, Ind. From early indications it looks like a hot contest, and many new records should be set. The Big Show, noted as the sport's largest and most impressive ever presented, will be held at the Murat Shrine Temple, located at the corner of Michigan and New Jersey Streets in downtown Indianapolis. The four day event is already shaping up to be bigger and better than last year's presentation, which displayed the nation's finest in rods and customs. This event should be a must on your calendar to attend or enter the Big Go or Big Show. There will be two floors of cars on display. Ron Miller of N.H.R.A. who will act as show director this year is now accepting applications for entry. Early entry is urged to ensure placement in the show, as there is only space for 100 cars. Those who wish to enter their cars should write direct to BIG GO or BIG SHOW, 1171 North Vermont Avenue, Los Angeles 29, California.

AUGUST, 1961

OPEN LETTER

FROM JOE KIZIS

AS YOU PROBABLY KNOW, the Autorama Corporation is primarily concerned with the production of automobile shows. We are entering our 12th consecutive year of production at the Connecticut State Armory in Hartford, Connecticut and in other locations.

It has taken us many years to develop and build our shows into a national institution, one of which we are justly proud, and a position we hope to retain. The Autorama shows that we produce are complete automotive enthusiasts productions, embracing all classes and phases of the automotive hobby sport. There have been many instances where other shows have been referred to as "Autorama" or "An Autorama type show." In these instances it is probable that the parties involved in these other productions assumed that the name Autorama was in the public domain. However, this is not the case.

"Autorama" is registered in the records of the United States Patent Office under the Trademark Act of 1946 and serial No. 711959 indicates that the name Autorama is the sole and exclusive property of the Autorama Corp., 2 Meadow Park Drive, Milford, Connecticut.

Any person, or persons, companies, concerns, clubs or organizations who use the name Autorama without the express written permission of the above corporation are liable to legal action. The Autorama Corporation is prepared to license or franchise applications for the use of the name Autorama by making the necessary arrangements with the Corporation office.

This information has been forwarded to your attention so that in the event any advertiser wishes to use the name Autorama, he must of necessity have it accompanied by a licensed or franchised serial number from our office in order to make it valid because it is our intent to protect the name that we have originated, developed and striven for over a long period of time.

Just Published!



STROMBECKER ROAD RACING GUIDE

Illustrated guide book is jam-packed with information about model road racing, America's fastest growing home hobby. Contains detailed information on how to conduct official road races, how to duplicate world-famed track and course layouts, how to keep cars and equipment in tip-top shape. Send 10¢ in coin to Strombecker, Dept. A, 600 N. Pulaski, Chicago 24. See the fascinating Strombecker Model Road Racing Sets at your Strombecker dealer.

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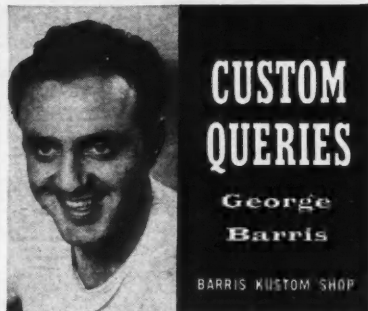
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IDEAS WANTED

Dear George:

I would like to customize my '53 Stude. So far I have nosed the front and shaved most of the chrome left, and I have a few questions. First, can I get a solenoid kit for the doors and rear deck? Secondly, I would like to install a pair of '55 Corvette headlights, but I can't get any ideas for the rest of the front. Thirdly, would '60 Chrysler taillights work in the rear with a rolled pan? Lastly, what color and type of paint job would look best? Any ideas or suggestions would be welcomed.

—Bruce Tilden
Whittier, Calif.

1. Yes, you can get both 6 and 12 volt push button door and deck kits that you can install yourself from California Custom Accessories Co., 1807 65th Street, Los Angeles. 2. For the grille I would install double lower pans with a large frenched oval shell opening, and then insert horizontal grille bars and circular studs. 3. Yes, the Chrysler taillights would fit and look terrific with a rolled pan. 4. A Lime Gold Green translucent Kandy Kolor which is a special mix, would really look wild.

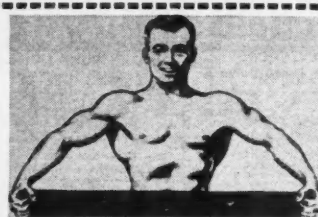
FLIP TOP HAWK

Dear George:

I have a '56 Stude Golden Hawk and I would like to chop the top 2½ in. or install a fiberglass top, removable like the '55-'57 T-Birds. Would you tell me how much it will cost to chop the top, or make a removable fiberglass top? Also can you tell me who can do the job?

—Peter Semankiw
Willimantic, Conn.

To save some expense in making a complete new fiberglass top you can cut your own top loose and attach clamps to make it removable. To do this, cut along the top of the windshield, and around the back sections. The windshield post and back sections then have to be filled with 10 gauge metal for support, and gulleys formed to allow rain water to run off and not into car. For added support the frame should be X'd to prevent doors from sagging and loose quarter panels. To have this job done in a reliable shop would cost about \$600.00.



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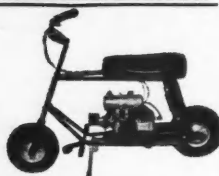
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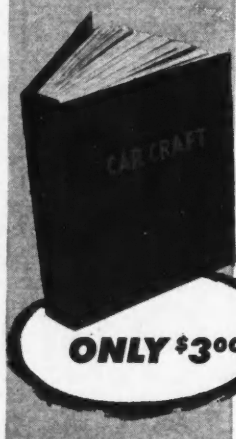
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COMING EVENTS

NHRA DRAG SCHEDULES

Gadsden, Ala. — Green Valley Drag Strip; Every Sat. night — May thru Sept.

Phoenix, Ariz. — Phoenix Drag Strip, Litchfield Rd. & Grand Ave. El Mirage, 2nd & 4th Sunday, Every Sat. night.

Carlisle, Ark. — Carlisle Dragstrip, 31 Miles East of Little Rock, 2nd Sunday ea. mo. thru Oct.

Little Rock, Ark. — Little Rock Dragstrip; U.S. 67-70; 3rd Sunday ea. mo. May thru Oct.

Eureka, Calif. — Samoa Airport, Eureka 8/5; 6; 9/10; 10/1.

Holtville, Calif. — Holtville Auxiliary Landing Field; 2nd Sunday ea. mo.

Inyokern, Calif. — Inyokern Airport; 3rd Sun. ea. mo. thru May.

Madera, Calif. — Madera Airport; 2nd Sun. ea. mo.

Mojave, Calif. — Kern Co. Airport No. 7; 4th Sunday ea. mo.

Oroville, Calif. — Oroville Airport; 2nd & 4th Sundays ea. mo.

Pomona, Calif. — Pomona Drags; Los Angeles Co. Fairgrounds; Every Sunday.

Redding, Calif. — Redding Municipal Airport; 3rd Sunday ea. mo.

Riverside, Calif. — Riverside Raceway; 1 mile So. of Junction US 60 & 395. 2nd & 4th Sundays.

San Luis Obispo, Calif. — "Pride of the Pacific Drag Strip"; San Luis Airport; 4th Sunday ea. mo.

Santa Maria, Calif. — Municipal Airport; 2nd Sunday ea. mo.

Visalia, Calif. — Visalia Airport; 4th Sunday ea. mo. thru Oct.

Castle Rock, Colorado — Continental Divide Raceway; 25 miles South of Denver; 1st & 3rd Sundays, May & June.

Colorado Springs, Colo. — Pikes Peak Timing Assn; 8/27; 9/1, 15.

Grand Junction, Colo. — Midway Drag Strip, Grand Junction, Colo., Airport, 7/9, 23; 8/5, 6, 20; 9/3, 17.

Julesburg, Colo. — Platte Valley Dragstrip; 2 miles West of Julesburg, 4th Sunday May & June.

East Haddam, Conn. — Connecticut Dragway; Route 16 from Colchester Center; Ev. Sunday.

Davis, Fla. — Davie Drags — 10 miles West Ft. Lauderdale; 2nd & 4th Sun. ea. mo.

Daytona Beach, Fla. — Spruce Creek Dragstrip; Southwest of City; 2nd & 4th Sundays ea. mo.

Green Cove Springs, Fla. — Thunderbolt Raceway; 10 miles N. Green Cove on US Hwy 17; 1st & 3rd Sunday.

Kissimmee, Fla. — Kissimmee Airport; 1st & 3rd Sunday ea. mo.

Miami (Hialeah), Fla. — Amelia Earhart Field; 1st & 3rd Sun. ea. mo.

Covington, Ga. — Newton County Drag-Strip; 3rd Sun. ea. mo.

Alton, Ill. — Alton Dragway; 1 mile off Route 140 on Fosterburg Rd. Every Sunday.

Indianapolis, Ind. — Indianapolis Raceway Park; 5 miles NW of Indy on State Rt. 135 Clermont; 8/6, 13; 9/1, 2, 3, 4.

Muncie, Ind. — Muncie Dragway; 4 miles NE of Muncie, on State Rt. 67; Ev. Sun. starting April.

Hammond, La. — Hammond Airport; 4th Sun. ea. mo.

Sanford, Maine — Sanford Airport; 2nd & 4th Sunday ea. mo.

Orange, Mass. — Orange Municipal Airport; 3rd Sunday May thru Oct.

Detroit, Mich. — Detroit Dragway; Dix-Toledo Hwy. & Sibley Rd. Ev. Sun.

Minneapolis-St. Paul, Minn. — Minneapolis Dragway; 3 miles east of Anoka on Hwy 242; Ev. Sun & holiday thru Oct.

Butte, Mont. — July 30, Aug 27.

Lincoln, Neb. — Shaundos Drag Strip; Lincoln Air Force Base, west of Lincoln 8/6; 9/3; 10/8.

Scottsbluff, Neb. — 7/16, 9/3, 23, 24.

continued on page 74



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Roswell, N.M. — Walker AFB; 3rd Sun, thru Oct.

Cicero, N. Y. — Esta Safety Park; Eastwood Rd. 1/2 mile so. of Rt. 31, bet. Cicero & Bridgeport. Every Sunday, beginning May.

Cincinnati, Ohio — Beechmont Dragway, Rts. 74 & 125 off Beechmont Levee ev. Sun.

Thompson, Ohio — Thompson Dragstrip; SW of Painsville on State Rt. 528; Ev. Sun.

West Salem, Ohio — Dragway '42'; 25 mi. SW of Akron on State Rt. 42, 3 mi. off Interstate 71. Ev. Sunday.

Oklahoma City, Okla. — Jaycee Dragway; Oklahoma State Fairgrounds, Ev. Sun. weather permitting.

Madras, Ore. — Madras Timing Assn. Madras Airport, 3rd Sun. ea. month.

McMinnville, Ore. — Columbia Timing Assn. 7/9, 23; 8/6, 19, 20; 9/10, 16, 17; 10/1.

Woodburn, Ore. — 1/8 Mile — gas only. 12 m west of Salem; 7/2 16, 30.

Bedminster, Pa. — Vargo's Dragway; Bedminster Township, Bucks Co. Ev. Sun. thru Oct.

York, Pa. — US 30 Drag-O-Way, 6 miles west of York on US 30; Ev. Saturday Nite.

Charlestown, R.I. — 7 miles SE of Westerly on Rt. 1; 8/6, 10/1.

Palmetto, S.C. — 8/5, 9/7; 10/3.

Halls, Tenn. — 1st and 3rd Sun. ea. month.

Abilene, Texas — Abilene Dragstrip; 2 miles so. of Tye on F.R. 707; 3rd Sun. ea. mo.

Amarillo, Texas — Amarillo Dragway; 7 miles So. on Washington Ave. 2nd & 4th Sunday ea. mo.

Caddo Mills, Texas — Caddo Mills Airport; 1st Sunday each month.

Corpus Christi, Texas — Rodd Drag Strip; So. Staples St. 3 mi. past Lexington on Rodd Field Rd. 1st & 3rd Sun. ea. mo.

El Paso, Texas — El Paso Dragstrip; 2nd & 4th Sundays ea. mo.

Newark, Texas — T.C.M.A.A. Dragstrip. 2nd & 4th Sundays ea. mo.

Pampa, Texas — Sidewinder Dragway; 5 miles so. of Hwy 70; 1st & 3rd Sun. ea. mo.

Wichita Falls, Texas — Red River Drag Strip; 2nd Sunday ea. mo.

Emporia, Va. — Emporia Dragstrip; Ev. Sun.

Lynchburg, Va. — New London Drag Strip; 15 miles west of Lynchburg, ev. Sunday thru Oct.

Petersburg, Va. — Eastern Dragway; 1st & 3rd Sat.

Arlington, Wash. — Arlington Timing Assn. 7/9; 30.

Ellensburg, Wash. — Ellensburg Airport; May 7, every two weeks thereafter.

Cheyenne, Wyo. — Cheyenne Dragway; On US 85 7/9, 8/5, 6; 9/10.

Puerto Rico — Caguas, Puerto Rico; Antilles Auto Racing Track; 2nd & 4th Sundays ea. mo.

SHOWS

Dodge City, Kansas — July 22-23, West Kings Car Show. Municipal Auditorium, West Kings Car Club. 210 E. Briar, Dodge City, Kansas.

Natick, Mass. — September 23-24, 1st Annual Rod & Custom Fiesta, Natick Armory on Rt. 135. Los Cochis Car Club, Box 195, Wellesley, Mass.

Marshall, Mich. — July 22-23, 3rd Annual Outdoor Rod-O-Rama, Athletic Field on Hwy 27. Exterminators Car Club, 317 So. Marshall.

Las Vegas, Nevada — Natl. Trade Show — July 31-August 1-2.

Richmond, Va. — July 29-30, 2nd Annual Festival of Rods & Customs. Virginia State Fairgrounds. Asphalt Angels Auto Club, 5213 Carlton Ave.

Yakima, Wash. — August 18-20, Vulcans 1961 Auto Show. Central Washington Fairgrounds. Vulcans Car Club, 5409 Morningside Drive.

Casper, Wyo. — August 12-13, 5th Annual Kustoms Karama, Central Wyoming Fairgrounds, Kustom Auto Club, Box 2202.

Oshawa, Ontario, Canada — August 26, 2nd Annual Rod & Custom Show, Igniters Rod & Custom Club, Oshawa Shopping Center, 625 Masson St.

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